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NUMBER 24

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COMMERCIAL & GENERAL REVIEW

ON ANGLO-DANISH RELATIONS
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The cover drawing shows the Gold Coast forts of St. James (English, note the odd spelling) and Christiansborg (same name as present Danish Parliament building). The original drawing was pasted in the ship's log kept by captain Jesper Reichardt during a voyage with the good ship Haabet *(1724-25). The log is in the Danish State Archives and was carefully guarded during the work of reproduction (off set), being returned every evening to the strong-box*

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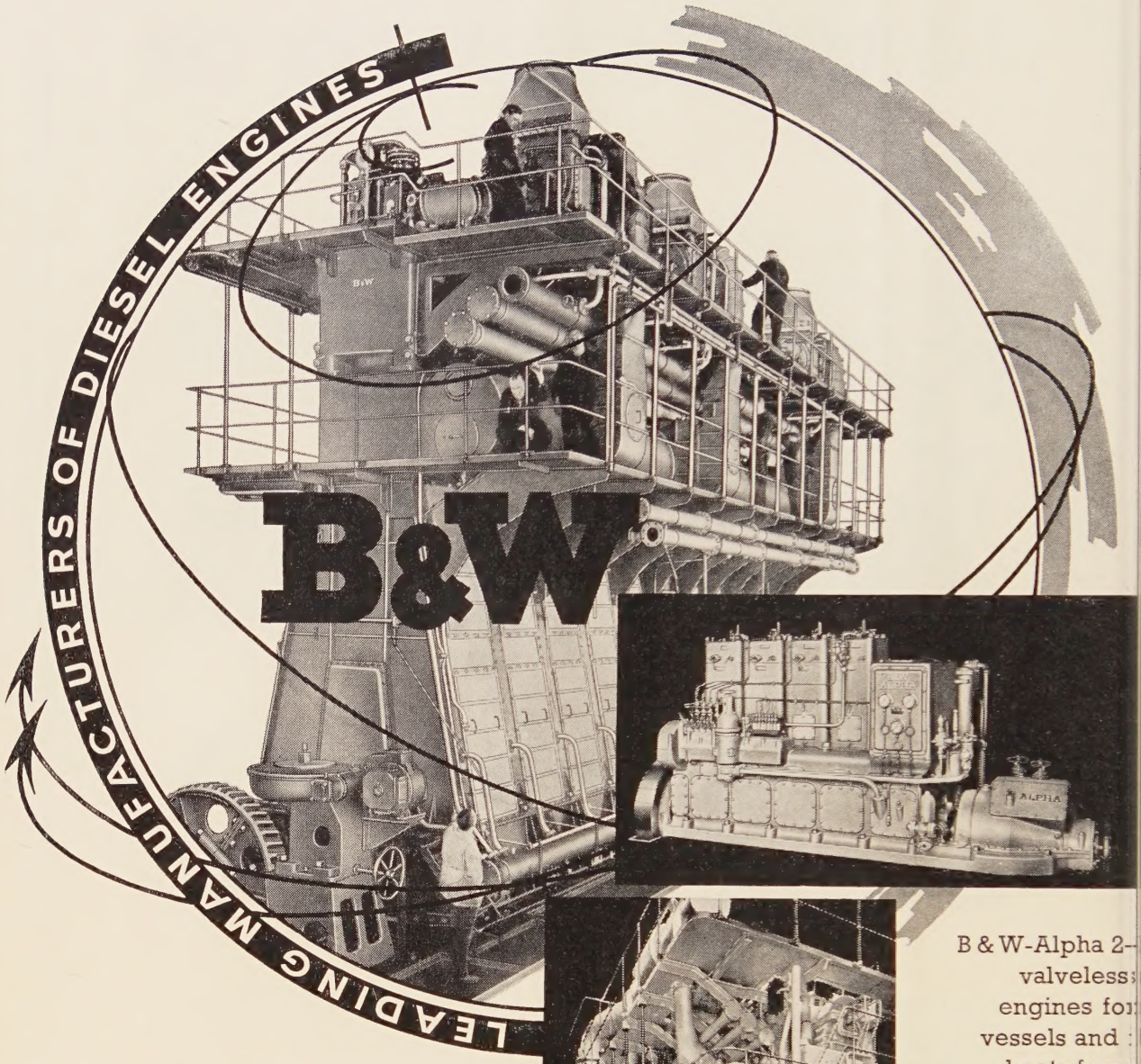

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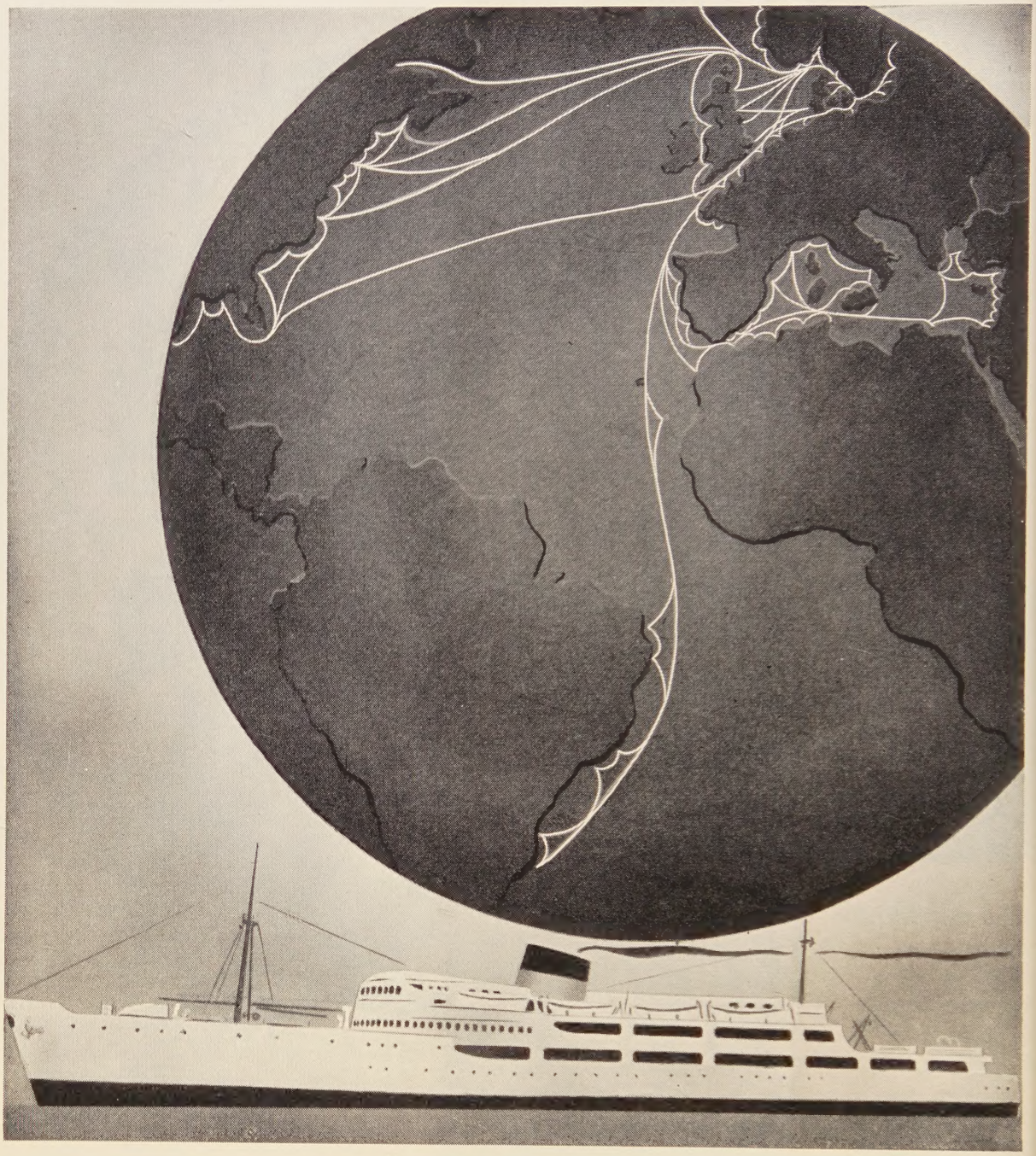

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ANISH FOREIGN OFFICE JOURNAL
NUMBER 24 . JUNE 1957

On Anglo-Danish Relations

By C. A. Bodelsen, dr. phil.
Member of the Freedom Council, 1944—45

In so far as one is justified in generalizing about such an elusive quantity at all, the Danish national character may be said to be much more similar to the British than to that of any other nation. Differences between the British and Danish ways of life have been rapidly reduced during the last century

Nearly all observers agree that the Danes and the English are very similar in national character and general look. Nevertheless, the framework of everyday Danish life differs a good deal from that of Britain.

This is probably due to historical causes of comparatively recent origin. In England, part of the aristocratic tradition was taken over by the middle classes when the latter replaced the aristocracy as the socially and politically dominant class.

In Denmark, the aristocracy came to play a less prominent part. In the 19th century it disappeared for all practical purposes as a separate factor in cultural life, without handing on very much of its outlook to the rising middle class, and the latter stuck to the manners and habits which its members had evolved for themselves, and which were rather self-consciously bourgeois.

Compared with the corresponding classes in England, the Danish middle classes never became very well-to-do, and modestly paid officials played a much greater part among them than in Britain. Though there was little of the Puritan tradition which influenced British life, the hard years after the Napoleonic Wars had inculcated thrift and a certain carefulness of outlook as the chief of virtues: it might not be sinful to spend money, but it was unwise and not quite suitable for a good citizen to do so. In Denmark there is still a feeling that it is not quite good taste that the difference between one's own class and those less favoured by fortune should be too ostentatiously displayed.

The second reason why the outward framework of Danish life differs from that of Britain is the strong influence to which Denmark has been subjected from Germany for centuries. While until the late 19th century the journey to England was expensive and troublesome, Germany is just across the border. Until 1864, the frontier was not even an ethnical one: the Danish State comprised large German elements in South Slesvig and Holstein, and no very great opposition was felt to exist between the German and the Danish national traditions. Our ancestral and constantly feared enemy was not Germany, but Sweden. Moreover, under the absolute monarchy, those elements of the population which embodied the Danish spirit in its most undiluted form, such as the peasants, were without any political influence. Most of the great European cultural movements reached us via Germany, and the Danes had little reason to be anything but grateful for what they received.

King Canute the Great (955–1035) and Queen Emma. From an Anglo-Saxon manuscript

Thus, Danish life was pressed into a mould which bore, and to some extent still bears, a Continental rather than a native stamp. The whole way of life among middle-class Danes had a much more *petit-bourgeois* character than it had in the corresponding class in England till the second World War. Houses and flats were smaller, there were fewer servants, less insistence on deference from social inferiors, less dressing for dinner, etc.

Practically all Danish children go to

the same free municipal or Government schools. There is much less tendency to regard accent as an indication of the speaker's social standing, and very few of the subdivisions within the middle class which prevail in Britain. In the provincial towns the judge, the chief constable, the doctors, the chemist, and the big shop-keepers meet on the same footing, without any feeling that one of them is inferior to the other by the circumstances of his calling.

Daughters Going Abroad

Among the younger generation there is a marked disinclination to spend money in order to keep up appearances; it is characteristic, e.g., that many people dispense with separate dining rooms. Few families allow their unmarried daughters to grow up without learning some profession or trade, and it is quite common for daughters of "good families" to seek domestic employment abroad in order to improve their command of foreign languages.

The ceremonial occasions of life, weddings, christening, etc., the conventional ways of greeting other people or introducing oneself, etc., the paraphernalia of meals, all these suggest the Continent rather than England. So do the pleasures of the ordinary citizen: the open-air cafés, the habit of spending one's evening in beer gardens, listening to the band over a glass of beer or a cup of coffee, the interest taken in elaborate cooking, and the Sunday exodus from the towns, though here it is not the bare-legged hikers who dominate the picture, but the cyclists carrying bathing costumes slung over their handle-bars.

Freedom from Conventions

There is little of the English reserve, and the attitude to strangers is marked by an expansiveness which rather suggests America. The whole milieu is characterized by the fact that most of those who belong to it are people who are not, and do not pretend to be, very well off, and who have to work fairly hard for a living, though they manage to get a good deal of fun all the same. There is a sense of freedom, but it is freedom from conventions, rather than from economic constraint.

The Danish middle classes are inclined to play for safety in economic matters, and it is much more usual for fathers to plan the careers of their sons with a view to obtaining some modest but safe Government post for them than it is in Britain.

These differences between Danish and British life are rapidly being reduced during recent years, for one thing because of the changes which have taken place in post-war Britain; they never went very deep, being conditioned by historical accidents rather than by real differences of national temperament.

Boarding schools are not so common in Denmark as in Britain, but there are a few, including Herlufsholm, which also has its tie (blue and grey)

Nearly all Danes who come to Britain for any length of time have the same experience: at first they find everything alarmingly unfamiliar, but after a time, they discover that the British are really more like themselves than they would have thought it possible for any foreigners to be. They usually end by adapting themselves to the British environment, and many of them hanker after it long after they have returned.

The Golden Mean

In actual fact, the Danish national character (in so far as one is justified in generalizing about such an elusive quantity at all) may be said to be much more similar to the British than to that of any Continental nation. The Danes have a deep-rooted predilection for the golden mean. They are suspicious of fanaticism and of emotions violently displayed. They like to think of themselves as being able to see more than one side of a question and as being more amenable to argument than to appeals to the emotions.

The democratic structure of Danish society is, of course, largely due to the pressure exerted by those who benefit by it, but it is true to say that it is also due to a certain reasonableness, which has made those that do not thus benefit acquiesce in it because they regard it as fair.

Danes are individualists like the British. They dislike compulsion and regimentation of any kind, and they even have little of that corrective to excessive individualism which is provided in Britain by the corporate spirit and the fondness for traditional ceremonial.

There is a strong element of humour in the Danish national character, which

ke English humour, is not merely an bility to make and appreciate jokes, but kind of philosophy which colours the whole outlook. Like English humour, it is both self-ironic and self-protective and nds to take the form of emphasizing the omic side of the great and the heroic de of the humble. Our critics some-mes talk about "the Danish grin", a pposed want of ability to appreciate nings of heroic proportions. It would erhaps be juster to interpret it as a dis-nclination to be impressed by the merely rge or showy. That the Danes are apable of considerable stubbornness and erseverance, is seen from their entirely nspectacular, but very successful, oppo-tion to the attempts to Germanize North lesvig in the period 1864–1919, and in eir resistance to the German occupa-on during the second World War.

Jobs and Flags

It is certainly true, however, that the Danes are bad hero-worshippers. They ke and respect people who do their job ell without making any fuss about it, ut they are not very ready to acclaim ose whom they suspect of theatricality r pompousness, and they are suspicious f the legends that tend to collect round rominent figures.

Like the British, most of them are ather shy of showing their patriotism or aking an ostentatious display of its mbols, though there is one apparent exception: the Danes love flags, and on summer Sundays our towns are surrounded by a forest of waving red and white flags. From this, British visitors sometimes erroneously conclude that we are a nation of jingoes, overlooking the fact that to the Danes their flag is not only an emblem of patriotism, but also a symbol of holiday-making and festivity.

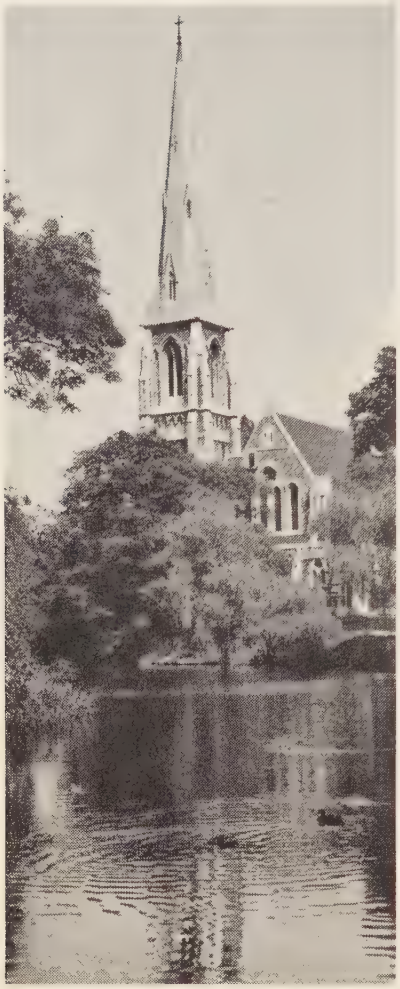
The messenger boy—a Copenhagen Cockney

Denmark in Britain: Prince George's Guard from Vordingborg, who wear uniforms of the period of Prince George, consort of Queen Anne, photographed during a visit to London

The national sense of humour underlies even the proverbial dourness and taciturnity of the West Jutlanders, and it is freely expressed in the speech of the typical Copenhagener, who in many ways resembles the Cockney. Ordinary everyday conversation is saturated with understatements and little ironic touches, expressed by some slight twist of intonation or meaning, which usually escape the foreign observer, because they evaporate in translation.

The history of the Dano-British *rapprochement* which has taken place during the last 50 years is principally the history of the overcoming of the barrier presented by the North Sea. Holberg in the 18th and Grundtvig in the early 19th century visited England and acted as transmitters of English ideas. Hans Andersen stayed with Dickens at Gad's Hill and wrote travel sketches from England, and Goldschmidt even thought of becoming a British subject. Evangelical preachers modelled themselves on English revivalists. The craze for English landscape gardening spread to Denmark as to most other European countries. But of direct knowledge of England and English people among the ordinary Danish public there was not very much. For every Dane who had any real acquaintance with Britain, there must have been a hundred who knew France, and especially Germany, until far into the 19th century.

England remained a strange land, and the Englishman a dim figure. Far into the 19th century the figure was influenced by the Byronic legend: he was a milord of



England in Denmark: St. Alban's Church in Copenhagen. Consecrated in 1887, in the presence of the Prince and Princess of Wales (Princess Alexandra of Denmark)

eccentric habits and suffering from spleen. Later on, there was a touch of Jules Verne's Philias Fog in the picture: a globe-trotter with Dundreary whiskers, in a check suit and tweed cap to match, engaged in doing strange things for a bet. In the nineties, when the public began to acquire a taste for Conan Doyle and Kipling, the cap became a deerstalker or a sun helmet, and the features tended to become proconsular.

The events which prepared the way for a better understanding of Britain were the inauguration of the "blood and iron" policy by Germany and the annexation of Slesvig in 1864. It was not a question of *revanche*, or even of national animosity: after 1864, as after the British attack on Copenhagen in 1807, the Danes showed themselves singularly ready to bury political hatchets, once the war in question was over, and though they were nearly all pro-Ally during the first World War, there was a very widespread feeling of sympathy with the defeated power, and thousands of German and Austrian children were accepted in Danish homes during the difficult period after the Armistice. An overwhelming majority of the nation was behind the Government in its refusal to accept those parts of Slesvig which, though historically Danish, had become Germanized in the course of time.

No doubt the Danes would quickly have returned to their old attitude to German civilization if they had felt secure, but Bismarck's policy succeeded in seriously weakening the cultural links which had existed between the two countries for centuries, and the advent of Hitler accelerated the process.

The appeal of England was strengthened by economic causes and by the trend of party politics. With the growth of the agricultural export trade, Britain came to be our best customer, and it became a commercial necessity to study British conditions. The years after 1864 saw the rise of the farmer class, which was identified with the Liberal party ("Venstre"). Though the latter won the majority as early as 1872, it was kept out of power by the Conservatives. The Liberals therefore naturally came to adopt the British constitutional theory of the predominance of the Lower House.

The backbone of the old Conservative party (which was very different from its present-day successor) was an urban bourgeoisie, which was associated with a cosmopolitan culture. The farmers therefore, under the influence of the Grundtvig folk high-schools, came to regard themselves as a more truly national element, a fact which helped to smoothe the way for a new cultural orientation. Eventually, the Conservative party also adopted the British principle of Cabinet responsibility under the influence, especially, of Count Frijs, who had learnt to admire English Tory democracy when holding a diplomatic post in London.

The Progressive Forces

Another factor in the revolt against the older type of Conservatism was the group of left-wing intellectuals, whose leading figure was the literary critic Georg Brandes. Though most of them had closer affinities with France than with England, they were interested in English scientific thought, as represented by Darwin and Huxley, from which they wanted to borrow arms to attack the ideology of the older generation; they were also enthusiastic for intellectual liberty, and they found a kindred spirit in John Stuart Mill.

About the turn of the century, a young writer of genius, Johannes V. Jensen, gave a new impetus to the tendency to turn to English models, which was strong enough to overcome the temporary estrangement produced by the Boer War. Johannes V. Jensen believed that he had found in

Denmark's interest in sport comes from Britain. It began with football, but the big attraction now is motor racing. This photograph, taken at Roskilde, won the second prize in an international competition for the best Press photographs of 1956

The Danish Parliamentary system comes from Britain. The picture shows a meeting in the Folketing, since 1953 the only chamber

the Anglo-Saxon spirit an antidote to the stagnation and provincialism which he thought he saw in the Danish scene, overshadowed as it was by the memory of the defeat of 1864. For him it was chiefly a question of turning away from the French literary models which had been brought into fashion by the Brandes group. France seemed to him another country brooding over defeat, whereas Britain and America were countries which looked towards the future and were inspired by a healthy confidence in themselves, and which still offered scope for people in search of action, travel, and adventure. It is easy to see that this picture was over-simplified, but it had an enormous attraction for the generation which was growing up about 1900, and which had discovered Kipling and accepted his interpretation of contemporary England.

Interest in Britain thus came to be linked up with practically all those elements in Danish life which looked upon themselves as progressive and allied with the future.

The Socialists were not at that time orientated towards Britain to quite the same extent as the groups mentioned above, because the Danish industrial workers still retained some of the German affinities of the artisan class which was their spiritual ancestor. But this came to an end with Hitler's assumption of power.

Discovering Football

One more factor remains to be mentioned. The Danes discovered football about the turn of the century; and the general public began to admire England as the motherland of modern sports and the repository of a code of sportsmanship which it was quick to adopt with enthusiasm.

The coming into power of the Liberal party was followed by a reform of the secondary schools by which English became the principal foreign language. At the same time the whole system of language teaching was reformed under the influence, especially, of the great philologist Otto Jespersen. With the present system of phonetic teaching, most Danes learn to reproduce the English speech sounds with greater accuracy than most other people whose native language is not English. The schools also aim at giving their pupils an idea of the literature, institutions, and general outlook of the nation in question.

The result of all this is that a generation is growing up, at least in the towns, the majority of which has in some measure a working knowledge of English, irrespective of class. Already as it is, the Danish public take great interest in English literature and consume large quantities of English books, in the original and in translations.

News and Arms

Xenophobia is almost entirely foreign to the Danish character, and all foreign visitors are normally received with friendliness, but there can be no doubt that the British are more popular than any other nation, with the exception of our fellow-Scandinavians, who scarcely count as foreigners. This has been the case for a long time, but it is more than ever so since 1939. Nothing has done more to endear Britain to the Danes than her fortitude during the war. It was through the BBC that we received news and comfort during the darkest months of the war. It was from Britain that our Resistance forces got arms and explosives, and it was from Britain that the first allied troops came to us in the never-to-be forgotten days of the Liberation.

A shop in Copenhagen's leading street usually fly the biggest Danish flag. On May 5, 1945, it flew an equally large Union Jack

Discussing the latest issue while still wet, in the editorial office of a medium-sized Danish provincial paper

A Popular and Quality Press Combined

By Poul Graae
Editor-in-chief of *Politiken*

Scarcely any other country has as many newspapers as Denmark, where even small towns may have four, of various political complexion. Although Anglo-American influence is perceptible, the Danish Press has an individual character which combines popularity with quality. Several important aims have been achieved since the war

Everyone knows that Rider Haggard wrote a book called *King Solomon's Mines*. But few know that he also wrote a quite different book called *Rural Danmark*. In the introduction to this he says that his first observation when landing in Jutland concerned the Danish newspapers. There was an incredible number of them, he thought; and philosophically he added: "I wonder if they all make money".

They do not. They did not then and they do not now. That is one of the reasons why many of them no longer exist. But Denmark still remains a country with exceptionally many newspapers in proportion to the population—about 225 to just over 4,000,000 inhabitants. More than half of these papers, however, are only local editions of larger newspapers, and the circulations vary widely with the localities where they are published. Even among the independent papers there are some that appear in only a few thousand copies. But there is scarcely another country which has relatively as many daily newspapers as Denmark, or as large an average readership. Great Britain must be the one which comes nearest.

The multitude of newspapers in Denmark and in part their character are bound up with the political development of the last hundred years. The passage of a liberal Constitution in 1849 gave free play to political parties and opinions. The few newspapers which already existed were generally conservative. They had wielded their influence in favour of the Autocracy, and although they viewed the Constitution and Parliament as natural developments they preserved their conservative character after 1849. Liberals had to find their own mouthpieces, and reformist newspapers with a popular slant arose. From the 1870s, when the farmers' Left Party began to make headway, and first slowly, then rapidly, the Social-Democratic Labour Party grew up, both these parties sought to further their interests by starting newspapers. The organ of intellectual Liberalism, *Politiken*, began to appear in 1884.

Declining "Four Paper System"

ɔon it became the rule for each political party to have wn paper, not only in large centres but also in nearly ·y town of a few thousand inhabitants. The four tical parties which had gained a footing in the country ɔre the First World War—Conservative, Moderate ɛral, Radical Liberal, and Labour—were therefore lleled, as in part they still are, by a four-paper system. s is not to imply that the papers adopt a narrow party-tical line. The times have outstripped that—and the l struggle for existence has helped. The costs of news-ɛr production in Denmark as everywhere else have ɔme disproportionately heavy after the two wars, and four-paper system is in decline. In a number of Danish ns where before there were four papers there are now y three, in some no more than two. The Communist ·y has failed to win newspaper ground in the pro-ɛes, and in Copenhagen its organ, *Land og Folk*, has n unable to help the party over its weakness.

The Big and the Small

apers of new parties have not taken the place of those ich have had to cease publication; but the larger papers e gained nearly everywhere at the expense of the ller ones. This is unfortunate for the formation of nion, but is apparently an inevitable trend. Newspapers e retained their character of creators of opinion, but the bigger they are, the greater the emphasis on reporting. News, *reportage*, features, pictures, and cartoons are prominent alongside comment and reasoned argument.

The largest in circulation are the two Copenhagen morning papers, *Berlingske Tidende* and *Politiken*, with a combined circulation of just over 300,000, of which *Berlingske Tidende*, a paper more than 200 years old, has 14,000–15,000 more than *Politiken*. The Sunday circulation of both is double that of weekdays. The next after these is the midday paper *B.T.*, with about 130,000; and the largest evening paper is *Ekstrabladet* with 70,000–80,000. *Jyllandsposten*, published in Århus, also has about 70,000, and it is a remarkable fact that the same trend that has carried the big Copenhagen papers to considerable circulations has given the leading papers of the large provincial towns a growth which has facilitated modernizations not inferior to those of Copenhagen newspapers. It is not the case in Denmark that the Copenhagen papers are stifling the provincial (though they are of course read all over the country), but rather that the large papers of their district are capturing readers from small ones in the same districts.

e wartime Resistance Press was widely read. "De frie Danske" hown in course of production, had a circulation of 220,000 copies

Quality with Popularity

The Press of Denmark has its own distinctive character, but foreign influence has been none the less marked. It has come almost entirely from the west, principally from Great Britain, whose typography and layout in many respects have found imitators in Denmark. The modern American Press with its comic strips and its finely organized and developed news services has also influenced Danish papers. But for many years Fleet Street has been the place to which Danish journalists have made their pilgrimages.

Development in Denmark during the last decades has been rapid, but has not reached the stage where newspapers have become specialized, some influential quality papers with small circulations, and others highly popular in content with large circulations. Danish newspapers, doubtless owing to their relatively small but well-educated readership, have been obliged to combine quality with popularity, at least as far as the morning papers are concerned. Thus one finds in Danish newspapers articles of the quality of the best British papers, and in the same papers features and strips like those which contribute to the very big circulations of the popular British and American Press.

Effects of Occupation

During the war the Danish Press was subject to the conditions which followed from the Occupation. Although it is agreed that the Press adroitly avoided compromising itself, there naturally and inevitably arose an underground Press which is still referred to as the "illegal". A few of these papers, which came into being under exceedingly primitive conditions, tried to achieve a normal existence after the Liberation, but the only successful one was the afternoon paper *Information*, which though its circulation is not very considerable has wielded an appreciable influence especially among young people. The paper has no party affiliations. The failure of other "illegal" papers to continue to exist like *Information* doubtless has something to do with the fact that during the Occupation the "illegal" Press, in all essentials, was written and edited by journalists employed on the old

Mother of the Seas

For the latest Greenland stamp the Greenland artist Jens Rosing took his theme from the Eskimo legend, Mother of the Seas, about a young woman who was married to a sea gull. The woman's father changed his mind and brought her back. The fierce pursuit by the gull caused a storm which subsided only when the father threw his daughter over board. The daughter sank to the bottom of the sea and became ruler of all the birds and animals.

The woman remained in contact with her home as, every time any one sinned, her hair became filthy. When catching failed, a witch doctor was sent down to comb the woman's hair, and animals of all kinds were created from the dirt. The animals came up to the land of men.

This is the first time that a Greenland artist has been commissioned to design a stamp. The value is 60 øre; the stamp was engraved by Bent Jacobsen.

In Greenland no postage is paid, so Greenlanders will not have the pleasure of using the stamp themselves.

BOOK SHELF

A Great Work Completed

Danish-English Dictionary, Vol. 2, N-Ø. by Hermann Vinterberg and C. A. Bodelsen. Gyldendalske Boghandel, Copenhagen. 906 pp. Kr. 198.- (I—II).

The first volume of this important dictionary was reviewed at length in THE DANISH FOREIGN OFFICE JOURNAL, No. 16, 1955; and use of that volume since has fully borne out what was said then: that although errors and omissions will always be found in a work of such nature, this is far and away the best thing of its kind that has yet appeared. Translators from the Danish and all who are more than beginners in the language have every reason to be grateful for it. Ill-served in the past, they now have a tool which, intelligently used, will be a great boon; and Brynildsen, that old Norwegian standby of many years, can now be placed on the shelf, to remain there except when due for occasional affectionate dusting.

The present volume includes two pages of corrections to the first, and 26 pages of additions. Intending users should not hesitate to obtain this work; it will be a long time before we shall look upon its like again.

R. S.

Good Questions Well Answered

"The Young Traveller in Denmark" by Charles S. Strong. Phoenix House, London. 128 pp., with a map and 22 illustrations. 9s 6d.

This book about Denmark, the twenty-sixth in a series for readers aged from 12 to 16, is on good old-fashioned educational lines, with young people asking intelligent questions which are correctly and sensibly answered. Two English children are invited to spend holidays in Denmark with children of their own age. The four then travel about the country, by car, by sailing boat, and by train, under the guidance of informed adults.

The author is exceedingly thorough and reliable. The children get an immense amount of information, at times one feels almost too much. Thus at a dairy near Ringsted they are told of 19 miles of shelves filled with cheese destined for Britain, and all the sights of Copenhagen and other towns are fully described. Repeatedly one is astonished by the author's thoroughness. In his account, for example, of the Danish "colony gardens", he says that where the sites are old rubbish dumps the ground can be full of broken glass and old iron. His book also contains a wealth of historical information and a detailed account of Danish ways and customs.

The author has undertaken intensive previous studies, and his readers - young or old - will not only learn a good deal about Denmark and the Danes but may also be persuaded to pay the country a visit. If they do, they will be extremely well prepared to profit by it. *Kr. B.*

papers, who attended to their jobs while working at the same time for the "illegal" Press.

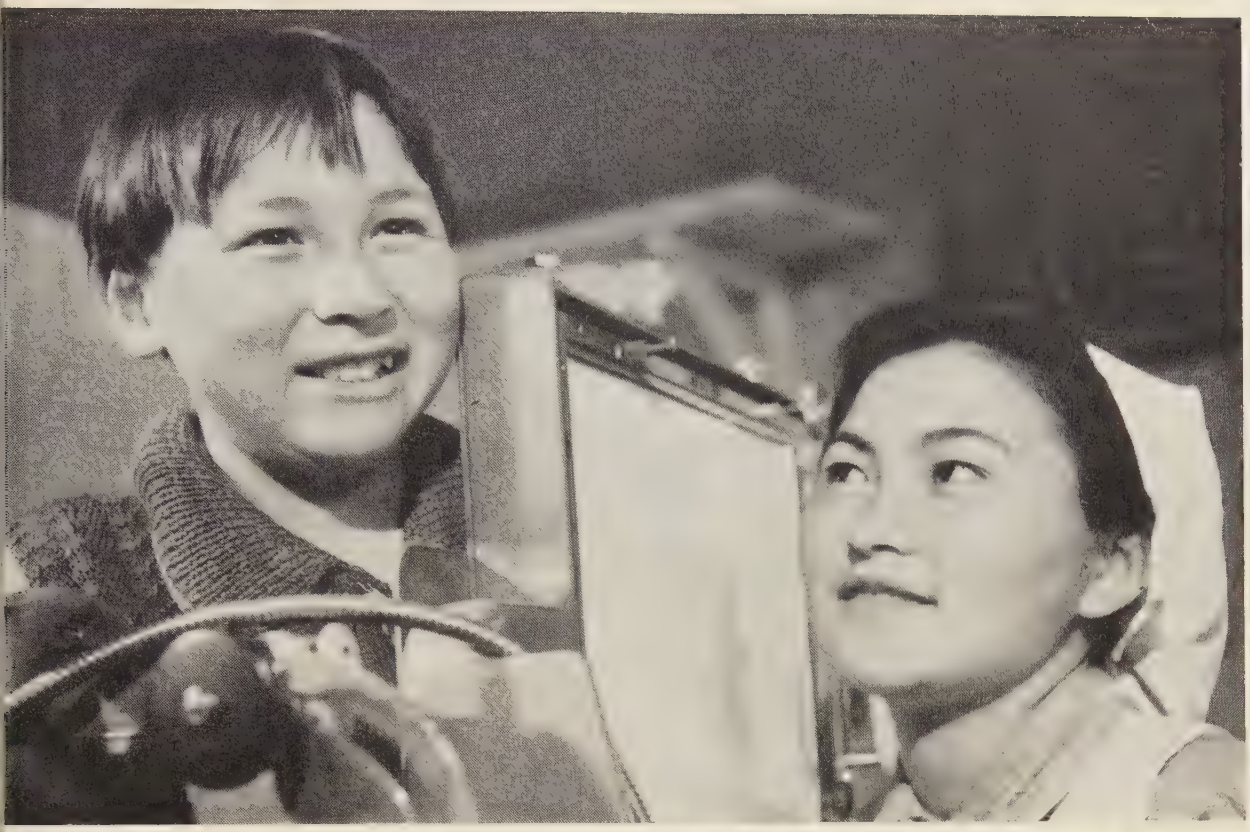
Journalists at School

Technically, the leading Danish papers are fully up to date. New machines have been purchased since the war by the bigger Copenhagen and biggest provincial papers. Various matters are dealt with jointly; for instance, paper is bought through the Joint Purchasing Agency of the Danish Press, and in Copenhagen all papers are distributed by a distributing company. On the news-gathering side, the Danish news agency, Ritzaus Bureau, has been taken over since the war by the Press as a whole, just as Reuter's in London are owned by the British Press.

An important task taken up immediately after the war is that of training journalists, which is carried out by an organization associated with the University of Århus. Two three-months' courses are held yearly for journalists with at least two years of practical training. A residential college now being built by the Press will soon be ready and will form a centre for young journalists attending the courses.

Any comparison of Danish newspapers with the papers of other countries, including those from which the Danish Press has drawn inspiration, will surely show that journalistic standards as well as technical equipment in Denmark are fully equal to anything that even critically minded specialists could demand.

One of the large provincial papers in Christmas mood



The solution of social and health problems is of particular importance in Greenland. The boy Mikisoq is being examined for TB. From the film "Where Mountains Float"

Securing Freedom from Need

By Alice Bruun
Director of Health Insurance

Social welfare in Denmark rests mainly on the Social Reform Acts of 1933, a great complex of laws which coordinated and extended the social security measures affecting the life of every citizen. With the latest amendment, the recently adopted National Pensions scheme, the salient features in the pattern of social welfare are as set out in the following summarized article

The social welfare for which Denmark during recent years has been noted is designed not only to help those unable to help themselves but also to prevent the various disabilities which can arise at any time during life. The underlying principle is that aid given shall wherever possible be of permanent effect.

Family Welfare

A sound and healthy family life being considered a vital social concern, one of the principal fields of Danish social policy has been that of family welfare. Expectant mothers, regardless of their financial status, are entitled to a number of medical examinations and examinations by a midwife free of charge. Women workers are protected against working for a certain period before and after confinement. Every woman of small means has free midwife and medical attention, paid for by health insurance societies or out of public funds.

There are maternity aid centres which provide advice and guidance, financial assistance, and convalescence where necessary. Special committees of doctors and social workers may permit interruption of pregnancy where there are medical grounds for it.

Practically every woman can obtain free milk during a period extending from six months before to six months after confinement.

About half of all children under seven are under medical control by doctors and public health nurses. The control is highly effective during the first years of childhood and has led to a gratifying reduction of infant mortality. In regular visits to the home the nurses examine the general health condition, advise the mother, and call in the doctor when necessary. In Copenhagen the control takes place at child welfare centres.

All schoolchildren are under medical control and many schools have dental clinics. About half provide free school lunches or milk.

An increasing number of mothers are employed outside their homes and so daytime care of children has become an important educational and social feature of the family welfare programme. Most daytime institutions belong to private organizations which receive public subsidies covering up to 70 per cent. of the running expenses, subject to inspection and the observance of certain minimum requirements.

Children in towns who are prevented from taking holidays with their parents

are found holiday accommodation in private homes or at holiday centres. All needy children travel free by rail and accommodation at holiday centres and camps is subsidized.

In order to relieve parents of some of the costs of bringing up children special family and tax allowances have been introduced.

Housing legislation also assists families in the low- and medium-income groups. Special housing projects provide for rent subsidies ranging from 20 per cent. where there are two children to 75 per cent. in the case of seven or more.

A difficult situation often arises when the housewife is laid up by illness or confinement. Most local authorities have therefore organized home help services. The home help takes charge of the house work and the children, who are thus able to stay at home, the housewife being relieved of much worry. The home help service is free to persons of limited means; others pay on a graduated scale.

Feeding babies at the day nursery of a Copenhagen firm

Social Insurance

Characteristic of social insurance is that it applies in cases of illness, unemployment, industrial accident, disablement, and old age. Miscellaneous cases which call for individual assessment come under social assistance.

Under social insurance the insured persons pay contributions large or small, the remaining costs being met out of public funds. Insurance against injuries at work, however, is a charge on the employer.

Benefits are paid partly in kind (medical treatment, hospital services, etc.) and partly in cash, the sums in most cases ensuring at least a minimum income. Some of the benefits are increased for persons with dependants, and they are automatically adjusted to changes in the cost of living.

Health insurance is based on about 1,600 health insurance societies catering for persons whose income does not exceed the wages of a fully employed, skilled worker, plus 18 insurance associations for persons of higher means. Although membership is voluntary, approximately 76 per cent. of the population are active members of the health insurance societies; 10 per cent. belong to the insurance associations.

Both categories are Government-controlled, but only the former are subsidized. These guarantee their members free medical and hospital treatment. There are agreed contracts with the Medical Association covering medical attention, chiefly by general practitioners but also by specialists. Patients have free choice of doctor.

Insurance covers three-fourths of the costs of several hundred specially listed vital medicines and other important medicine as prescribed. There is a funeral benefit amounting, at present, to 500 kroner. The societies can also decide to provide massage, dental treatment, convalescence, and other benefits.

Cash benefits are low; but under a recent labour agreement the employer now pays employed workers 14 kr. for sick days.

About 70 per cent. of the costs of health insurance societies are covered by members' contributions, the remainder being subsidy. The contribution of a single person averages 75 kr. a year, that of a married couple 150 kr.

The insurance associations, catering for persons whose income exceeds the permitted maximum for health insurance societies, also provide free hospital treatment. Three-fourths of doctors' charges are reimbursed.

Unemployed insurance is organized in 65 voluntary, Government-controlled societies closely associated with the trade unions. About 90 per cent. of urban workers are organized, and about 20 per cent. of the rural workers. In order to qualify for unemployment benefit a worker must be out of work involuntarily, must not be out on strike, and must be well enough to work.

The maximum amount of benefit at present is 13.20 kr., plus 1.45 kr. for each child. Persons out of work for a prolonged period get rent and fuel grants. Assistance may also be given for attending training courses.

Contributions vary considerably from fund to fund. On an average, members pay 40 per cent., the employer 5 per cent., and the State the remainder.

Industrial injuries insurance is paid for by the employers and covers all accidents and occupational diseases arising out of work. Benefits comprise daily cash benefits, disablement pension or lump sum, widow's pension, and funeral benefit. The maximum amount of the daily benefit and pension, depending on the injured person's former income, is 17.50 kr. The maximum pension for full disablement is 4,666 kr.

A National Pensions Scheme

A notable development of the existing old-age and disablement pension scheme was enacted, with the support of all political parties, on April 1, 1957, from which date it is known as the National Pensions Scheme. With effect from October 1, 1957, every person aged 67 who is not already in receipt of a public pension, will, irrespective of financial status, be entitled to a minimum sum of 584 kr. per annum, or 1,020 kr. in the case of a married couple. The pension will be payable to every Danish subject and to citizens of countries with which Denmark has signed a convention.

The pension falls, as hitherto, into two categories: old-age pension and disablement pension. Both schemes in principle cover the entire population.

The qualifying age for receipt of old-age pension under the new Act is 67, or 62 in the case of a single woman. There is provision for payment over a transitional period as from the qualifying age under the previous legislation, which was 65, or 60 for single women. In cases of bad health or other special circumstances the pension may be granted from the age of 60.

The pension is adequate to live on; in Copenhagen, it amounts to 4,800 kr. a year for a married couple. If the pensioner has private means, the amount is reduced on a sliding scale down to the minimum. As the cost of living varies between Copenhagen, provincial towns, and rural districts, the pension is graduated geographically. It is automatically adjusted to the cost-of-living index.

Special supplements are paid if application is delayed for two or five years. Other supplements are made to pensioners with dependants, while a further supplement may be paid by the local authority in exceptionally difficult cases.

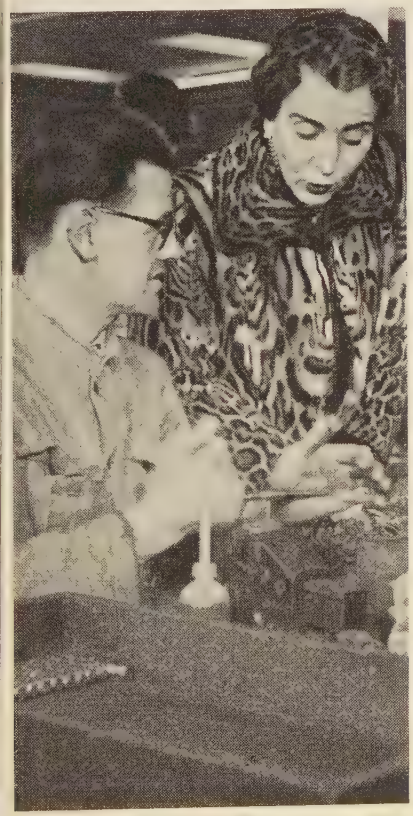
The national pension is financed in part by a special levy of one per cent. on incomes, and in part out of public funds.

A disablement pension is payable by award of the Disablement Insurance Court when the applicant's capacity has been reduced to about one-third of normal by physical or psychological causes.

The benefits are the same as for old-age pension, with a special disablement supplement and further supplements in cases where the patient needs personal attention or is helpless. Assistance may be given towards rehabilitation through training, establishment of a business, etc.

Disablement insurance is financed in part out of public funds and in part by contributions from insured persons and employers.

Rather bigger children playing at "visitors" in a play-house



Queen Ingrid visiting a workshop where handicapped persons are trained

Social Assistance Programmes

Social assistance programmes are administered by the local authorities through social assistance committees appointed by the local council.

Every citizen has the duty to provide for himself, his wife, and their children under 18. If he lacks the means and cannot obtain the above-mentioned social assistance he is entitled to general assistance from public funds. The assistance committee can on application provide adequate support for the duration of the emergency situation. In the great majority of cases assistance is given in cash, but may also take the form of maintenance at an institution for those unable to maintain themselves, and for certain destitute or asocial persons.

Social assistance is by loan which is repayable except in cases of temporary or unforeseen distress. Poor relief, besides the obligation to repay, involves loss of voting rights. These stringent regulations, however, are nowadays mostly applied in cases of indolence, thriftlessness, and excessively prolonged assistance.

The national old-age and disablement pension scheme has on the whole solved the economic problems which gave rise to it. To many old people, however, there comes a time when domestic arrangements present difficulties or they require special attention. Every local authority has one or more homes for old people, usually modern and well equipped, with single rooms and an infirmary for the chronically ill. A homely atmosphere is the aim and so it is usual for the inmates to have their own furniture. Board and lodging at an old people's home take the place of a cash pension, but all receive a little pocket money.

There are similar homes for the chronically ill, particularly young persons unable to maintain themselves. A point is made of occupying the inmates as far as possible, in order to relieve what is often a lifelong stay.

For old and disabled persons able to fend for themselves there are, especially in the towns, many modern blocks of flats with municipal and other subsidy. Rents are low and food often available cheap.

Widows, and separated women with children under 18, can in the event of distress obtain special assistance for a period of 13 weeks for maintaining the home. Women widowed after the age of 50, and unsupported women with children under 18, can also get special assistance, as well as grants towards educational expenses.

Care of Children

Children deprived of a normal family life are cared for. They include orphaned and deserted children, children born out of wedlock, children of divorced parents, and delinquent children.

Many of the measures mentioned under family welfare are preventive, but there are also maintenance advances which, subject to an income test, are made by the local authorities for children of unsupported mothers when the father fails to meet his obligations. In Copenhagen at present they amount to 924 kr. The local authority must seek to recover the sum from the father. The same amount is paid for the children of widows (sometimes widowers), and for children of unmarried parents when the father is unknown.

The chief responsibility for the care of children belongs to the child welfare committee, appointed by the local council. The committee supervises the care of foster children and children in receipt of maintenance grants. In the event of difficulties with a child the committee can order the parents to send it to a nursery, and may in grave cases decide that it shall be taken from home. The parents can appeal against such decisions to the National Child Welfare Board. Cases against juvenile delinquents will often be delegated by the ordinary courts of law to the child welfare committee, the delinquents being placed under child care instead of going to a juvenile prison.

Care of children embraces private foster homes and institutions of many types; every effort is made to arrange conditions best suited to the individual requirements of the child. Parents—dependent upon their financial means—may be required to contribute towards the public costs.

All institutions for the care of children, both public and private philanthropical institutions, are under Government control and inspection.

Rehabilitation Measures

Modern society is a complicated organism, and a person handicapped by physical, psychological, or social disabilities will often find it hard to adjust himself without special assistance. A considerable effort is made to enable the handicapped to become useful citizens. This positive social policy includes State education and training of the blind, the deaf, sufferers from speech defects, the physically disabled, and the mentally deficient. The local authority may give such extensive assistance in the treatment and rehabilitation of tuberculosis and polio patients that the family's living conditions remain unimpaired. The means adopted stimulate the patient to complete his own rehabilitation. The Disablement Insurance Court can grant assistance towards the training of disabled persons either in special institutions or at private teaching centres. Persons handicapped by prolonged unemployment are given considerable assistance towards re-training. At unemployment exchanges all over the country the applicant's individual conditions are investigated and dealt with.

This year a law was passed which co-ordinates, at local and national level, the great many measures designed to help the handicapped back to a normal life, thus facilitating an even more determined approach in this vital field.

☆

Unconventional Playground

A "prehistoric settlement" with huts, fireplaces, barrows, decorative trees for climbing, and fine grassy slopes forms a playground as admirable as it is unconventional on a well-planned housing estate in a Copenhagen suburb. The settlement appeals to children's imagination and stimulates constructive play.

Flat in house for old-age pensioners, consisting of living-room and kitchen. The occupier is having a nice cup of coffee

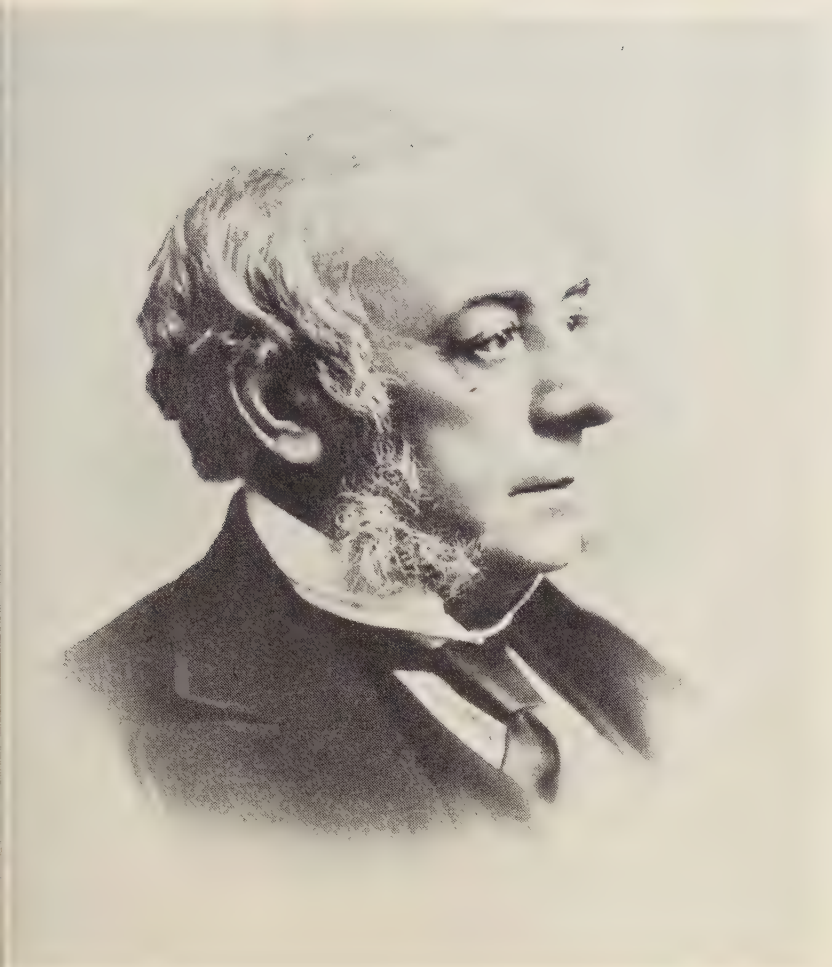


Illustration by courtesy of University College Hospital Medical School, University of London

The Surgeon Sir John

By Laurence Dopson

In 1877 Queen Victoria appointed as her surgeon extraordinary Copenhagen-born John Erichsen. In 1895, a baronetcy was conferred on him. Sir John's book, The Science and Art of Surgery, *achieved an international reputation, especially in America, and even in China*

"The best surgical textbook in the English language" was how the leading British medical periodical, *The Lancet*, described John Erichsen's book on surgery. *The Lancet* also noted in 1896, when Sir John died: "His amiability of disposition was very great and he was never troubled by jealousy." It was this which enabled him to rise above an atmosphere of ill-feeling in his hospital and to make a friend out of a disappointed rival.

This noted English surgeon was born in 1818, the eldest son of Erich Erichsen, a member of the famous banking family in Copenhagen who had married an English woman from Somerset. John was educated in London, where he first went to a private school and then entered University College, which had not long been founded. After qualifying as a doctor he studied in Paris hospitals for a time and became a master of the French language.

At the early age of 32 John Erichsen was appointed professor of clinical surgery at University College. He took office at a period when there was a great deal of personal ill-feeling in University College Hospital—once when operating he was hit on the head by a missile thrown by a spectator; he simply continued with the operation as if nothing had happened. But Erichsen's genial nature eventually soothed the animosities. For 15 years Richard Quain, who thought that, as a senior man, he should have been given the chair, never spoke to Erichsen. "One day, to the surprise of everybody, they walked into the hospital arm-in-arm." Erichsen had won again, by his charm.

The 19th century introduced a new hazard—railway accidents. Erichsen made a special study of these and their effect on the nervous system. He enlightened knowledge on the question of concussion of the spine.

As a surgeon Erichsen had to contend with the handicap of bad eye-sight. He was a conscientious rather than a brilliant surgeon, a good diagnostician and very skilful in the after-treatment of patients. His lectures—delivered in an informal style with the lecturer sitting on the edge of the table—and his bedside teaching soon brought him a great reputation, and his influence spread far outside the walls of his own hospital wards and operating theatre with the publication of the first edition of *The Science and Art of Surgery*. In this he stressed, characteristically, that surgery was a science to be studied rather than an art to be displayed.

During the American Civil War, the Federal Government issued a copy to every medical officer in the Armed Forces, without acknowledgement to Sir John or any payment. His protest to the American Minister in London in 1866 evoked no response. But the American medical profession made ample atonement when he in company with his wife visited the United States in 1873. *The Science and Art of Surgery* was translated into German, Italian, Spanish, and Chinese.

Many were the honours conferred upon Sir John. He was made a Fellow of the Royal Society. He was elected an Honorary Fellow of the Royal Academy of Medicine of Belgium, of the Imperial Society of Physicians of Vienna, of the Royal College of Surgeons of Ireland, and of numerous societies throughout Europe and America. He held the high offices of President of the Royal College of Surgeons of England, President of the Royal Medico-Chirurgical Society (now the Royal Society of Medicine, London), President of the Surgical Section of the International Medical Congress which met in London in 1881, and President of University College.

In 1895 Queen Victoria created her surgeon extraordinary a baronet. He died on Sept. 23, 1896, and was buried at Hampstead cemetery, London, beside his wife, an English naval officer's daughter. The title became extinct, for they had no children.

Sir John Erichsen, the Dane who added fame to British surgery, only visited his native Copenhagen, we are told, a few years before his death.

May 18, 1934, marked a new development in Anglo-Danish yachting relations, for it was on that day that a squadron of British seagoing yachts set sail from Burnham-on-Crouch, bound for Copenhagen. They ranged from the 15-metre "Nanette" down to the 6-ton (Thames measurement) "Curlew". Danish waters gradually became recognized as an eminently suitable cruising ground for little ships plying their way in search of sport and recreation in a new setting

Yachting in Danish Waters

By C. E. Aagaard

Press Attaché in London, 1920—47

The waters surrounding Denmark are ideal for yachting, even in quite small boats. They are brisk without being rough, and the land is almost everywhere within view. Boat-builders have traditional experience going back a thousand years, and they are kept busily at work by both domestic and foreign yachtsmen

The 500-odd islands of Denmark offer a unique opportunity for small-boat sailing, and after the deadlock of two world wars the building of sailing craft grew by leaps and bounds. People of all walks of life and every kind of purse have found in sailing an outlet for their love of the open-air life, their ingenuity, and their competitive spirit.

The age of beautiful and highly expensive yachts came to an end with the failure of Britain to regain the Cup from America—an almost foregone conclusion in view of the heavier construction of boats that must cross the Atlantic in order to compete. But the principal reason for seeking cheaper ways of gratifying a love of the sea was the lower financial standards of Europe. No one could afford the Royal Yacht Squadron standard. So big yachts became smaller yachts and smaller yachts became little boats. The rather marvellous "sharpies" of yesteryear were followed by a breed of tiny racing boats, capable of high speed and planing, taxing their one- or two-man crew to the utmost yet being reasonably safe in qualified hands, even under tough weather conditions.

Danish boat-builders, always fine craftsmen, early saw the light, and they are now receiving orders for all kinds of yachts from many parts of the world.

Every coastal town in sea-girt Denmark has its yacht club, besides numerous rowing and canoeing clubs. Boys and girls start sailing at almost the same age as the Royal Danish Ballet likes to catch them, and these children may now be seen manoeuvring their "Optimist" sailing troughs in considerable winds and turbulent seas.

New Breed of Yachtsmen

This new breed of yachts and yachtsmen set their stamp on small-boat sailing in Denmark today. Regattas are being held all over the place, and the heritage of seafaring ancestors is evidenced by the host of members young and old whose ambition is to own and sail their own boats. To get clean off the beaten track and be for a brief spell one's own master, dependent on one's own skill, is a powerful urge that will not be denied.

The Danish Royal family take easily to the sea. The late King was a keen small-boat sailor and owned a series of 10-metre yachts which he raced against all comers. He also went as far afield as Cannes, where he tried his skill in six-metre races. Nor has King Frederik forgotten his training as a naval officer; whenever possible he prefers to travel in the Royal yacht, and is generally accompanied by the Queen and the young princesses. They share their love of the sea with members of the British Royal family. Prince Philip's racing "Bluebottle" is known to every member of the Danish seagoing fraternity.

In Full Swing in May

The Danish yachting season is in full swing in May, when the Sound is dotted with sailing vessels of all types, including perhaps boys' and girls' nursery boats with gaily coloured sails.

We must also mention the delightful inland waters of the Isefjord which cut deeply into North Zealand, the picturesque Jutland fjords, and the Baltic archipelago with the waters which form such a lovely setting to the charm of Svendborg.

Many questions might be asked by prospective yachting visitors to Denmark, and few can be answered within the scope of this article. But fortunately both the Royal Danish Yacht Club in Copenhagen and local yacht clubs are well equipped to furnish a reply. Danish boat-owners are not on the whole keen to let or charter their boats—always a chancy business—but, as every sailor knows, nothing is impossible.

Character of Danish Waters

Danish waters are often described as tideless. In a sense this is true, but not altogether so. The winds are nearly always there, and great volumes of water flow in and out of the Baltic, setting up wind-blown streams of considerable force. It is not unusual in the Sound and Belts to encounter currents running at a speed of 3–4 knots. So these have to be reckoned with.

But the waters are mostly free from submerged rocks; one has really to look for stone, and if one does run aground it is nearly always on sand reefs. But navigation is easy, because charts are extremely good, with everything well marked and buoyed.

Summer days in a well-built boat, no matter how small, is an experience never to be regretted, the comradeship of the sea something to be remembered. When inevitable hardships are forgotten and boat crews foregather in the little harbours, tales are told of war and peace, of storms and calms. None are more true or more pleasing to remember than the bonds of friendship and sportsmanship that bind seafaring nations together in peril and in peace.

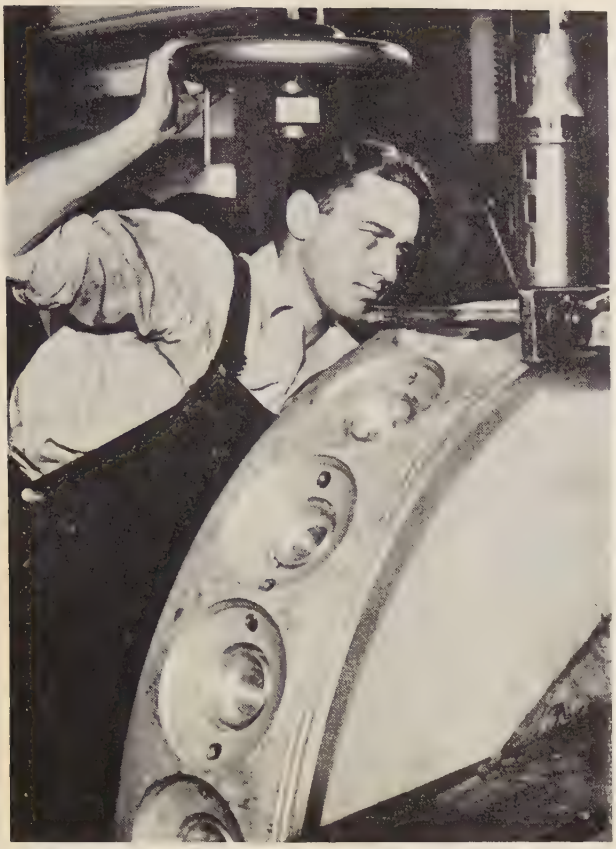
Leaving harbour for a day's sail!

From a yacht race in the Sound near Copenhagen

The ten years since the accession of King Frederik IX (on April 21st, 1947) have been a period full of development

First, Scandinavian Airlines System (SAS), now the sixth largest in the world, has climbed to success, notably in the over-the-Pole routes

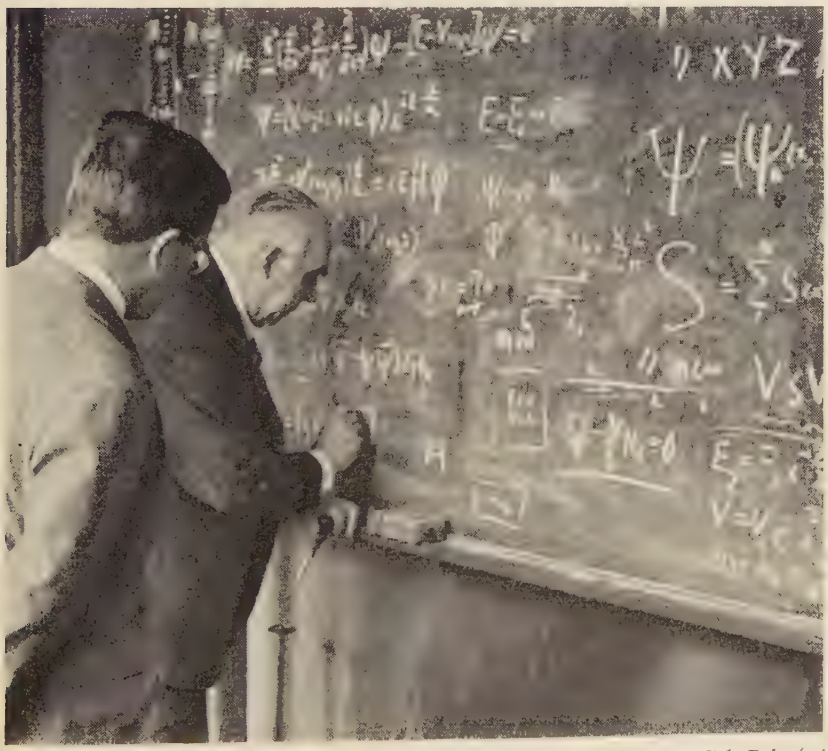
The enormously increased number of cars has given traffic a completely new look. The picture is of the new Langebro bridge in Copenhagen



Industry has been growing rapidly and now supports as many persons as the traditional occupation of agriculture

Agriculture, which has lost labour to the manufacturing industries, took advantage of some good years to introduce a thorough mechanization

King and People 1947-57



Left: The grand old man of Danish science, the 72-year-old nuclear physicist Niels Bohr (with his son and successor). Professor Bohr uses the sponge personally afterwards. Right: Under the new Constitution of 1953 Greenland became an integral part of the Kingdom. King Frederik with "King" Amos of Igaliko, a pioneer of sheep-farming

Tranquebar: Beach scene, drawn by Mads Stage for "Vore gamle Tropekolonier", Westermanns Forlag, Copenhagen 1953

Little Denmarks Beyond the Seas

By Kelvin Lindemann

Author of "The House with the Green Tree", "The Red Umbrellas" &c.

The State of Ghana, which recently became a free and independent nation after many years as a British colony, includes a part of what, up to just over a hundred years ago, was the Danish colonial empire. The Virgin Islands were sold to the United States, other possessions to Britain. Arctic Greenland, the last of Denmark's colonies, is now an integral part of the Danish Kingdom

The Danes have always been seafarers. Consequently, Denmark in time acquired a tropical empire like other seafaring nations. Her colonies, however, never compared in size or importance with the far-flung empires of Britain and France, or of Holland, Spain, and Portugal.

Yet it is probably safe to say that in places once subject to the Danish Crown the name of Denmark is remembered with greater sympathy than other European countries meet with in their colonies, even though Denmark shared in the shame associated with certain periods of colonial history.

The particular good will accorded to the Danes probably derives very largely from the fact that Denmark lost her colonies earlier than other European colonial Powers. The disgrace was forgotten and there remained the memory of a partnership which—it must in fairness be remembered—unquestionably carried benefits and advantages for both parties.

That the natives of the Nicobar Islands continue in certain religious ceremonies to employ imitations of the Danish flag—a white cross on a red ground—without realizing the origin of the flag must surely derive from the fact that the Danish flag was not only a symbol of oppression. The birth of the Danish Empire can be fixed on a definite day in 1616, when the self-styled Emperor of Ceylon made a treaty with King Christian IV by which Denmark agreed to provide the Emperor with two warships and 300 soldiers in return for a 12-year monopoly of Ceylonese trade.

With this treaty as a basis the first Danish joint-stock company was formed. Investment was open to any citizen, and indeed the romantic venture became a national cause. "Seamstresses," says an old report, "invested the little they could afford".

A fleet of two warships and three armed trading ships was equipped and despatched under the command of Ove Gjedde, later admiral. He was then only 24 years of age.

When the fleet reached Ceylon after an adventurous voyage it turned out that the "Emperor" controlled only a small corner of the luxuriant island. Proceeding to India, Gjedde succeeded in purchasing from the Prince of Tanjaur a tract of land on the Coromandel coast—to be known later as Tranquebar. An immediate start was made on building the imposing fort of Dansborg, which still stands.

Palmy Days on the Ganges

The opportunities for trade were less than had been supposed, and in 1650 the East India Company in Copenhagen was forced to go into liquidation, owing to shortage of capital. It was years since there had been any news of Tranquebar, and the colony was presumed lost. But there had been one survivor, a Dane called Eskild Andersen. With the help of loyal Indians this solitary white man had built a ship with which he raided the Indian princes who had declared Dansborg war. In three years he had accumulated cash holdings equal to many millions of our money. He then despatched an "ambassador" to Copenhagen, which had been cut off from the colony for 24 years. A ship was sent out, and in due course the colony was extended and trading stations were acquired in various parts of India. On the west coast Calicut became Danish, while by the River Ganges the Danes built the town of Frederiksnagor, which as Serampore is now a suburb of Calcutta with many relics of the Danish period.

They were palmy days for the Indian colonies when, in 1772, trade with them was freed to all subjects of the King, having preciously been confined to chartered companies. In the decade which followed, the Asiatic Company alone made a profit equal to 160 million kroner.

Denmark retained her Indian colonies down to the 1840s. In 1845 they were sold to Britain for a sum equivalent to £1,200,000. The Danes had then had their own Indian administration for more than 200 years.

The Nicobars, the group of islands situated between India and the Malay Peninsula, were acquired in 1755. In the nineteenth century a Danish missionary, David Rosen, tried to improve the conditions of the natives by making

Danish West Indies: Two women exchanging news and experience

Gold Coast: Head-dress of a dancer, made of horn, ostrich-feathers, and long strings of shells. The tribe of Konkomba

farmers of them, but had no success. In 1869 the islands were handed over to Britain, which also failed either to raise the native standard of living or make a profit out of the islands.

Ghana's Residence a Danish Fort

The great days of Danish Guinea, on the Gold Coast, also coincided with the prosperous period at the end of the eighteenth century, when Denmark attended to international trade while the leading Powers, Britain and France, were at war.

Many nations had settled on the Gold Coast: the British, Dutch, Portuguese, Swedes, and Danes. Between 1730 and 1788 a chain of forts was erected near the Volta river. At certain periods the Danes were the most powerful nation on the coast. At the principal Danish fort of Christiansborg at Accra—an imposing white fortress built of stone brought from Europe or from the interior —which is still the official residence, were collected all the goods bought up from the natives by other Danish forts and stations, especially gold, palm oil, wax, and spices. The chief export commodity, however, was slaves. The unfortunate victims were sold to the white traders and Government officials by Africans, often kings and ruling princes. It is a well-known fact that the shipment of slaves across the doldrums to the Danish West Indies in the days of sailing ships resulted in death for many of them—on the average 10 per cent. But it should also be mentioned that the blacks were not the only sufferers from this traffic. Of the white sailors an average of 14 per cent. died.

First Abolitionist Nation

"The honour of being the first nation to abolish the slave trade belongs to Denmark", writes the Encyclopædia

Britannica. Natural though such a step seems to us nowadays, in the light of history it was a bold and idealistic venture. The economic foundations of Denmark's prosperity collapsed with the passage of the celebrated decree. It became effective from 1802. The Danish Government tried to establish plantations in Danish Guinea, but the plans all failed owing to the yellow fever, in spite of an unselfish effort on the part of many idealists who found a Christian and humane mission in helping the African to "become prosperous and content in the land of his fathers".

In 1850 Danish Guinea was made over to the British Crown. Thirty years later an African introduced the cocoa-tree to the Gold Coast, and thus began the great economic adventure which made the Gold Coast Colony the biggest dollar earner in the British Empire and indirectly gave the new State of Ghana independence and the possibility of a successful future.

Cane Sugar was Hard Currency

In the period of trade prosperity there was a fine economic balance between the various parts of the small Danish colonial empire: from Africa came the slaves who grew the sugar canes in the Danish West Indies (St. Thomas, St. John, and St. Croix). The sugar was "hard currency"; refined in Copenhagen, it was exported for silver and gold, which were required for the purchase of tea, silks, porcelain, and other Oriental goods in India and China. These in turn were exported to countries all over Europe.

The Danish West Indies, "three apple boughs cast into the sea", are of all the former Danish colonies the ones which lie nearest to the heart of every Dane; and with all respect for the kindness shown to Danes in Ghana and the delicate tact with which the people of Ghana recall only the pleasant memories of our common past, it can be said that the inhabitants of the American Virgin Islands reciprocate the interest shown in them by the Danes. They were under the Danish flag for about a quarter of a millennium—249 years. These islands, with their almost ideal climate for Europeans, were ceded to the United States as late as 1917. The sale has been officially described on the Danish side as a political necessity.

Unfortunately, the natural occupations of the islands, especially sugar-growing, lacked the scope under a Great Power that they had enjoyed in the prosperous trading period under Denmark. After the Danish flag had been struck there came a period of depression, and the islands at one time were called the "poorhouse" of the United States. More recently, tourism seems fortunately to have opened up a new and important source of income for the population. The flourishing Danish period during the wars at the end of the eighteenth century, when cabin boys might be seen trundling wheelbarrows full of gold coins to the bank, is now no more than a memory, but the Danes have left a still visible mark on the islands. The distinctively Danish style of architecture is particularly admired by experts and ordinary visitors.

Main Part the Sea

It was on March 31, 1917, that Governor Konow handed over the Danish West Indies to the United States. Denmark thus lost the last of her tropical possessions, but the main part of her empire—the sea—she has never relinguished. Today, as a thousand years ago, the Danes travel all the seas, including those where the flying-fishes and the hammerheads play.

Colonial rule has grown into a freer, often completely free, partnership of nations, and in this modern sense of the word *colere*, that of cultivating the connection with peoples in distant parts, Denmark has never struck her red and white flag.

The harbour at Christianssted, St. Croix (Virgin Islands, until 1917 Danish West Indies)

The ocean waves washing over the deck of a heavily loaded Danish tanker

Path of the Dane...

By Frank Hernov

Seafarers and the shipping trade are among the chief Danish assets. The State Railways, with their large fleet of ferries, curiously enough form one of the largest shipowners; but the Danish flag flies over all the seven seas on ships both in the liner and in the tanker and tramp traffic. Refrigeration and polar navigation are Danish specialities

In the last 100 years Great Britain and Denmark have pursued the same ideals at sea as on land. Both believe in free and fair competition on the seven seas. Cromwell's Navigation Act, which prevented third countries from carrying cargoes to England, was abolished in 1849, an event which signalled the emergence of liberalism in international shipping. In 1857 Denmark abolished the Sound Dues.

But it is not enough to have modern ships and liberal shipping policies. The prosperity of a shipping nation depends also on another factor, the human factor. The men who man these ships must be alive to the values entrusted to them.

No one would deny that the reputation of Danish seamen stands high with international shipowners. One of them indeed succeeded in keeping the world agog for many days. The fate of Captain Kurt Carlsen, who stayed alone on his *Flying Enterprise*, was watched by all the world. It came as no surprise to his former teacher at the School of Navigation, for he had instructed his pupils in the proud traditions on which respect for Danish shipping rests. Not everyone gets an opportunity to display this particular lesson. Captain Carlsen did—and took it.

Royal Guests on Royal Ships

Denmark's status as a seafaring nation was well illustrated by the visit paid by Her Majesty Queen Elizabeth to the Danish polar ship *Magga Dan*, on the eve of the vessel's departure for the Antarctic with the Commonwealth Expedition.

Copenhagen is also the headquarters of the Baltic and International Maritime Conference, the influential organization of shipowners which was established in part on Danish initiative.

The monarch who reigns over this shipping nation, King Frederik IX, is heart and soul a sailor himself. When travelling about the country at times when the royal yacht is laid up he often does so by the ships of the United Steamship Company. Two of them, the *Kronprins Frederik* and *Kronprinsesse Ingrid*, bear his and the Queen's names. These two ships, the most modern in the company's large fleet. help to maintain the all-the-year-round service between the United Kingdom and Denmark which is now nearly 100 years old. The United Steamship Company put its first ship into service in 1875, on the route between Esbjerg and

Thameshaven. It was a paddle-steamer. Now the North Sea traffic between Esbjerg and Harwich is served by large, fast, and comfortable passenger vessels (as described in "The United Steamship Company", DFOJ No. 1/51). During the summer months the company has forged another link between the two countries, a service connecting Jutland with Scotland. English and Scots after a fine crossing can enjoy Denmark in summertime, while Danes can take delight in the romantic Highlands of bardic tradition.

A third liner with a royal name, the *Prinsesse Margrethe*, called after the heir to the throne, goes into service this summer on the route connecting Copenhagen with Oslo. This ship, which can travel at $20^1/_2$ knots and accommodate 1,400 passengers, is the first in inter-Scandinavian traffic to be fitted with stabilizers.

To England with 1,600 Ships

"Path of the Dane, to fame and might,
Dark-rolling wave..."

The lines of the Danish royal anthem speak powerfully of the bonds which, all through history, have tied Denmark to the sea. To splash about in the sea is something which comes naturally to a Dane.

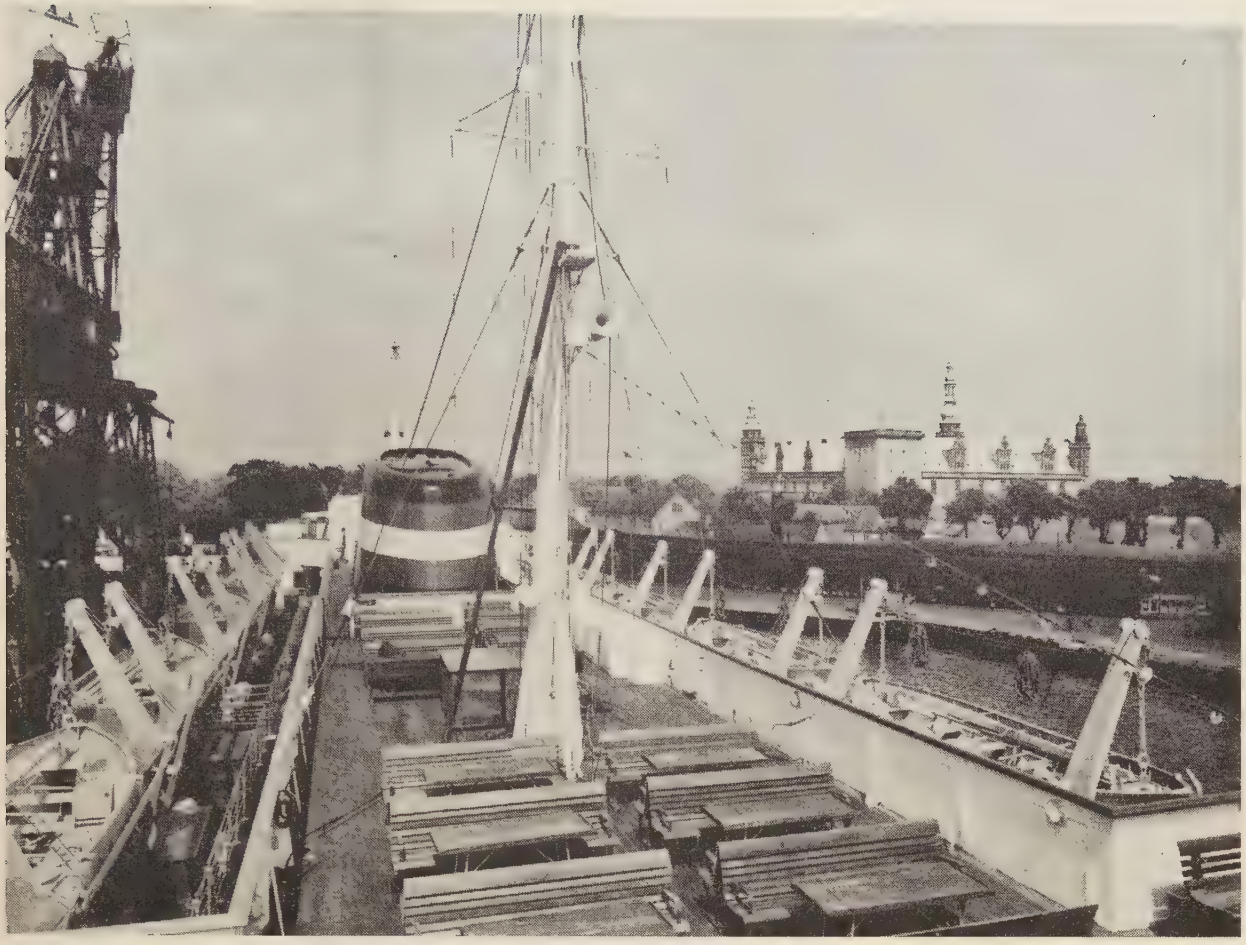
Queen Elizabeth visiting the Danish Polar ship "Magga Dan", before the ship's departure on the Commonwealth Expedition to the Antarctic. Below: The Danish royal yacht "Dannebrog" mooring in the harbour at Kolding (Jutland) during a summer cruise

His ancestors over a thousand years have done it. Few countries in Europe are more sea-girt than is Denmark. Her coastline is equal in length, 5,000 miles, to the distance from the North Cape of Norway to Leopoldville in the Belgian Congo.

A geographical situation like this could have no other consequence than close contact with the sea, a contact which has lasted from the days of the Vikings and before. To conquer England in 1013 King Sweyn Forkbeard mustered 1,500 ships. It was his son, Canute the Great, who ruled, from 1018 to 1035, over Denmark, England, and Norway. These sailors had no charts, still less Radar, Decca, echo-sounder, or radio. There were no such things as light- and whistle-buoys; no lighthouses throwing their perpetual beams into the night. To stand on the bridge of a modern motor ship and see the various technical aids available to the navigator today is to be filled with wonder at the feats of Danish seamen of a thousand years ago.

World's Third Largest

In proportion to her population Denmark is the third largest shipping nation



The State Railways double-decker car ferry "Halsskov" at the Elsinore yard. In the background: Kronborg, Prince Hamlet's castle

in the world, surpassed only by Norway and Britain. When Germany attacked and occupied Denmark on April 9, 1940, there were many Danish ships in Allied ports. They at once placed themselves at the disposal of the Allied cause, and Danish seamen made their heroic contribution. Most of them bear no signs of it, but the ribbons and decorations of many of them tell of perils and hardships on the high seas.

A Danish Steel Works

After the war prospects were gloomy. Half of the merchant fleet was lost and 1,500 Danish seamen had given their lives. The task of reconstruction seemed almost superhuman, but it was tackled with indomitable energy and progress was soon apparent.

Just before the war far-sighted industrialists had established a Danish steel works, so that shipbuilders were less dependent on outside supplies of steel plates. Originally envisaged as a saver of foreign currency, the steel works in the post-war period of short supplies proved to have a dual advantage. It provided the material which enabled shipbuilders to complete their big building programmes more speedily than they would otherwise have been able to do. When the war ended in 1945 the fleet comprised just under 400 ships totalling less than 700,000 tons. The best and most up-to-date merchant vessels had been lost; what was left was in poor condition.

It is a different picture today. On April 1 this year the merchant fleet totalled 1,800,000 tons gross, made up of about 600 ships manned by some 15,000 men. For a period of ten years this is a good result.

The number of ships is roughly the same as in 1939, but the tonnage is 50 per cent. greater. The fact reflects a general trend in the direction of larger vessels, especially in the tanker trade. One Danish shipyard is planning an extension which will enable it to build ships of up to 100,000 tons.

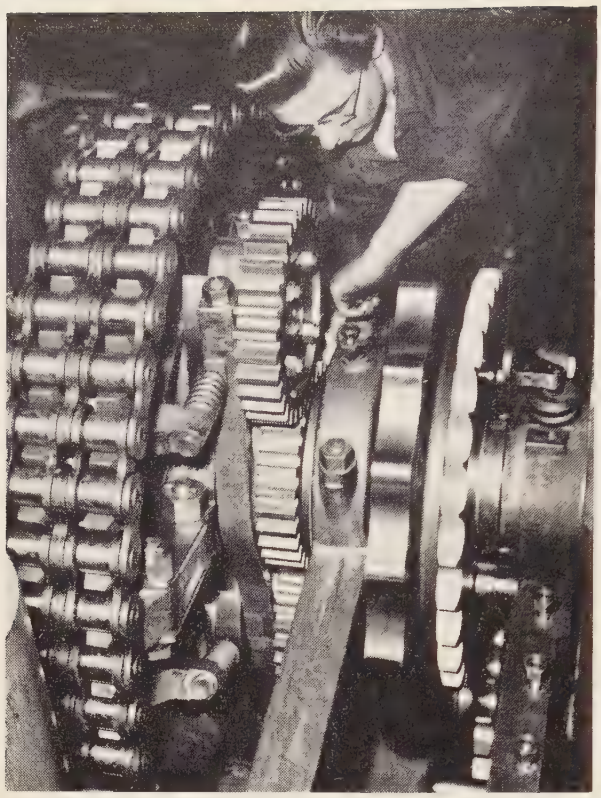
Owners and Yards See Eye to Eye

In view of the great importance of passenger ships in inland traffic, the building of coastal ships and ferries has naturally become a Danish speciality (a fact, incidentally, which distorts the production figures of Danish yards: the same amount of work goes into building a ferry as into a cargo ship with ten times the tonnage). The same is true of the refrigerated trade, which over a period of years has been carried on by a leading Danish owner and has had an appreciable effect on shipbuilding. Here the large Danish refrigeration industry and the various firms which make ship's equipment, pumps, ventilators, and steering gear, have found wide scope for their initiative.

Polar Navigation

A new and altogether untraditional speciality has recently been taken up with energy and enterprise by Danish owners, that of polar navigation. This line of business, supported by the growing trade with Greenland, has at once been followed up by the yards. Danish naval architects have also devoted themselves to the designing of specialized ships for the carriage of such diverse cargoes as liquid gas and livestock; even whaling, in which Denmark herself is only slightly engaged, is carried out by whalers built at Danish yards.

Smaller yards have specialized in coasters for the busy North Sea and Baltic trades, which together with the



Left: Assembling the steering gear shaft of diesel engine

Below: The keel of a cutter has been laid

Sailing Danish

Tanker and liner trades are the fields in which the Danish merchant fleet have been most active since the war. The leading Danish liner owners maintain services on all the oceans. The East Asiatic Company are chiefly engaged in traffic from Europe to the Far East and Australasia and from Europe to the West Indies, Central America, and the west coast of North America; the United Steamship Company between Denmark and other European countries and from Scandinavia to the east coast of North and South America, the Mediterranean, and the Levant. A. P. Moller (Mærsk Line) maintain an impressive round-the-world service from the west coast of the United States *via* the Far and Middle East to the east coast of the United States. Lauritzen Lines (West Coast Line) sail routes between the east coast of the United States and the west coast of South America. Torm Lines ply the American east coast and routes between the United States and the Mediterranean. Dafra (Dansk-Franske Dampskibsselskab) have services between Europe and West Africa.

If to all this we add that many Danish ships are chartered out (one, for example, for the trade between Britain and the Falkland Islands) and that still more are in continuous tramp traffic between ports unknown even to the strictest of geography masters, it will be obvious that there is not much remaining water which is not "sailed Danish".

inland packet service impart characteristic features to the everyday life of bustling Danish ports.

A domestic market which takes rather more than half of their buildings gives Danish yards a good working foundation. With the thousands of shipyard workers included, we can say that between 75,000 and 100,000 persons owe their livelihood, directly or indirectly, to shipping. This is exclusive of industries like the paint trade. One Danish shipowner spends 3,000,000 kroner a year on paint alone.

First Once More

Any account of the renewal of the Danish merchant fleet would be incomplete without mention of the turbo-charged diesel engines made by Burmeister and Wain. In this production the firm lead the world. They were the first on the market with this revolutionary engine which consumes less oil, takes up less space, and develops up to 35 per cent. more power.

It is not the first time that Burmeister and Wain have been first. In 1912 they built the first ocean-going diesel ship, the *Selandia*, to the order of the Danish firm, the East Asiatic Company (see DFOJ No. 8/53). In 1952 they delivered the first turbo-charged engine to the Danish owner (the biggest in Scandinavia) A. P. Møller, who had ordered it for the *Dorthe Mærsk* (DFOJ No. 8/53).

SIDELIGHTS ON DENMARK

To One Principle: Four Million Kr.

Commercial advertising is banned from Danish sound radio and television (both of which are State-operated), but on the occasion of a large-scale Hungarian collection last winter advertisements were, for once in a while, permitted on three successive Saturday evenings. Cinemas, theatres, and restaurants suffered noticeably during the transmissions, which attracted large audiences owing to their unusual form. They brought in about four million kroner.

Commercial Anniversaries

Two internationally known Danish firms, the East Asiatic Company (ships, plantations, and trade) and F. L. Smidth & Co. (cement machinery) recently celebrated, respectively, their sixtieth and seventy-fifth anniversary. F. L. Smidth marked the occasion by establishing a 3,000,000-kroner fund for the development of industrial and medical research.

Family Emigrations

Emigration today differs radically from that which took place before the war. Emigrants no longer travel by the cheapest way only, and some even go by air. House or farm, car, and furniture are sold in order to seek a future overseas, and a whole family go off together. Last year 8,000 Danes emigrated to Canada alone, but Australia and New Zealand are also favourite destinations.

Tourism in Greenland

A newly formed Greenland travel association is looking forward to a great future. While it has to contend with problems such as absence of hotels and few communications it has other trumps. Not only the scenic beauties of Greenland but also salmon rivers and bird mountains can be sure of appealing to many visitors. Furthermore, there are such sophisticated attractions as old Eskimo culture and craft work. It is planned to surmount the great distance by means of flying-boats, and to turn a former sheep-rearing station on the Greenland Riviera near Cape Farewell into a tourist centre.

Machinery for Coffee

The growing consumption by Danish housewives of the national beverage, coffee, is one of the reasons for expanding Brazilian imports of Danish goods—chiefly machinery, electrical equipment, dairy products, and fish.

Musical Attack

In the short space of three years Danish juke boxes have found their way into restaurants in Australia, India, Africa, South America, and Japan. They are made with 40, 80, and 120 buttons corresponding to so many tunes.

Proposed War Memorial

Danish soldiers who fell in the last world war, on Danish soil or abroad, are to have their memorial. The design provides for a ten-feet-high monument of a soldier in battle-dress with oak-wreath and the emblems of the Army, Navy, and Air Force. Funds are being raised by public subscription.

There is a monument to the Resistance Movement on the site of German executions in Copenhagen.

Promoting Road Safety

It is a curious fact that Denmark, which topographically at least presents no big problems to motor traffic, has produced two important safety-promoting inventions. The auto safeguarding fence, the concrete edge for dangerous bends (described in DFOJ No. 5/1952), is over 30 years old, and now a Danish master painter has devised road markings of synthetic resin which have proved to be nine times as durable as painted lines.

Globular Tanks

Gas tankers are no longer a novelty, but it is news that a Danish shipyard is fitting out three ships with globular tanks. Each globe has a diameter of seven metres (23 feet), weighs 22 tons, and holds 55 tons of liquid gas. Fourteen of these giant balloons are being towed from the factory to the yard where they will be installed.

"SAS Polar Short Cut"

In connection with the inauguration of the Scandinavian Airlines System's over-the-Pole service, Copenhagen-Tokyo, an international competition was held for the best Polar drink. Leopold Douchar, Belgium, was the winner with the cocktail "SAS Polar Short Cut": one-quarter Cherry Heering, one-quarter Cointreau, one-quarter Rum Negrito, one-quarter French Vermouth, garnished with cherries.

Firing Blank

The setting up of an arms historical group under UNESCO on lines similar to that of the ethnological group is to be discussed at an international conference at the Museum of Arms and Uniforms in Copenhagen in May. Various types of weapons will be fired in the museum courtyard, though only blank.

Teak and Rosewood

The vagaries of fashion have a good deal to do with the choice of furniture woods. Growing exports of Danish furniture have led to an increased consumption of rare tropical woods with teak taking the lead. Mahogany, walnut, whitewood, cedar, and ebony are also used, and even the costly Brazilian rosewood which is difficult to work but is extremely beautiful.

Room for 100,000-tonners

With a view to building ships of up to 100,000 tons the shipowner A. P. Møller, Scandinavia's biggest, has taken steps to enlarge the shipyard in Odense Fjord. The fairway outside the yard is at present so narrow that ships have had to be launched sideways.

Capital Expansion on New Lines

A large firm of paint manufacturers is the first joint-stock company in Denmark to seek closer relations with its employees by means of staff shares. Through a special discount of 15 per cent. the new shares will enjoy tax privileges but will be non-convertible the first five years.

Drilling Down Below

Trial drillings for oil have been going on in Denmark now for nearly a generation, with no other discovery than salt. Geologists on the whole are sceptical, but oil firms have never given up hope. A new Danish-American company is carrying on, concentrating on strata of the Jurassic period about 200 million years old and a mile and a half deep. Previous drillings have gone down to nearly two miles to a stratum from the Permian period.

Prime Minister's Global Tour

In connection with the opening of the SAS over-the-Pole route, Copenhagen-Tokyo, the Danish Premier and Foreign Minister, Mr. H. C. Hansen, made a circular tour which took him to Japan, Siam, Burma, India, Pakistan, and home *via* Italy.

Rates of Exchange: 100 Dan. kroner (kr.) approximately the equivalent of £5 or 14.50 U.S. dollars.

Danish bacon pigs are "dieted" on grain and skim-milk

Four Keys to Success

By K. Henning Pedersen

One reason for the world success of Danish canned meats is the delicate flavour of the dieted pigs; another the carefully studied processing; a third the high-grade labour employed; and a fourth the strict quality controls carried out by the Government and the packers themselves

It was the tendency to scurvy among seamen and the realization that this was due to an excess of salt meat which started the Danish meat-canning industry. It had occurred to someone that the remedy was to boil the fresh meat in cans. That was half a century ago, and it took another 25 years before any serious attempt was made to earn foreign currency by doing so. The war and immediate post-war years, with their intensive restrictions, interrupted the trade; but after 1950 it has experienced a marked revival and during the last four or five years exports have doubled year after year. Underlying a stagnation not yet completely left behind is the old story that Danish farm products, enjoying no form of protection or support themselves, have to fight a hard battle against subsidies in other countries. Yet in spite of the competition from subsidized competitors the Danish products have won for themselves a strong position, all the more remarkable because the terms of competition are so unequal.

The Danish canned-meat trade has two principal lines: canned ham and luncheon meat. The production of luncheon meat began in 1951 when there was a shortage of food in Britain; exports the first year totalled 26,000 tons. Since then British imports of this line have fallen. But relatively, imports from Denmark have risen: not for reasons of price but because the quality of Danish products appeals to the British housewife.

In the United States Danish meat goods are chiefly known in the form of canned ham, which has achieved the enviable position of being the biggest Danish dollar earner. In spite of competition from heavily subsidized industries in other countries, Denmark is the third largest supplier of canned hams to the American market, accounting for close on 20 per cent. of the consumption.

The reasons why Danish canned goods have spread to all the world (Venezuela, for example, has recently become a large importer of them) are many. For one thing, there is the flavour. The producers have established a research laboratory employing a staff—chosen from hundreds of applicants—with a sense of taste delicate enough to detect the slightest differences of flavour.

The Dane who has the idea of selling canned goods abroad must study closely eight different laws or regulations. On top of these are the trade's own controls. Some producers complain that they are too rigorous. But it says something of the effectiveness of the controls, and shows that Danish canned hams, luncheon meat, cocktail sausages, and the various other meat goods sold throughout the world are so thoroughly tested, that there is never any risk of getting a product which does not answer to the quality indicated on the label.

A pig which runs about picking up its food where it finds it may well give meat with a "taste". And so Danish pigs are kept in ventilated sties which permit the right amount of exercise and the feeding of a balanced diet made up of grain and skim-milk. The result is a standardized pig which is sent to the bacon factory with a dressed weight of 130–150 lb.

When opened canned ham always has practically the same colour. Research workers, by experimenting with the pigment, have developed a method of curing which preserves the natural colour. In the same way they have discovered a means of neutralizing a bacterium which previously appeared on the cut slices in the form of a greenish discoloration.

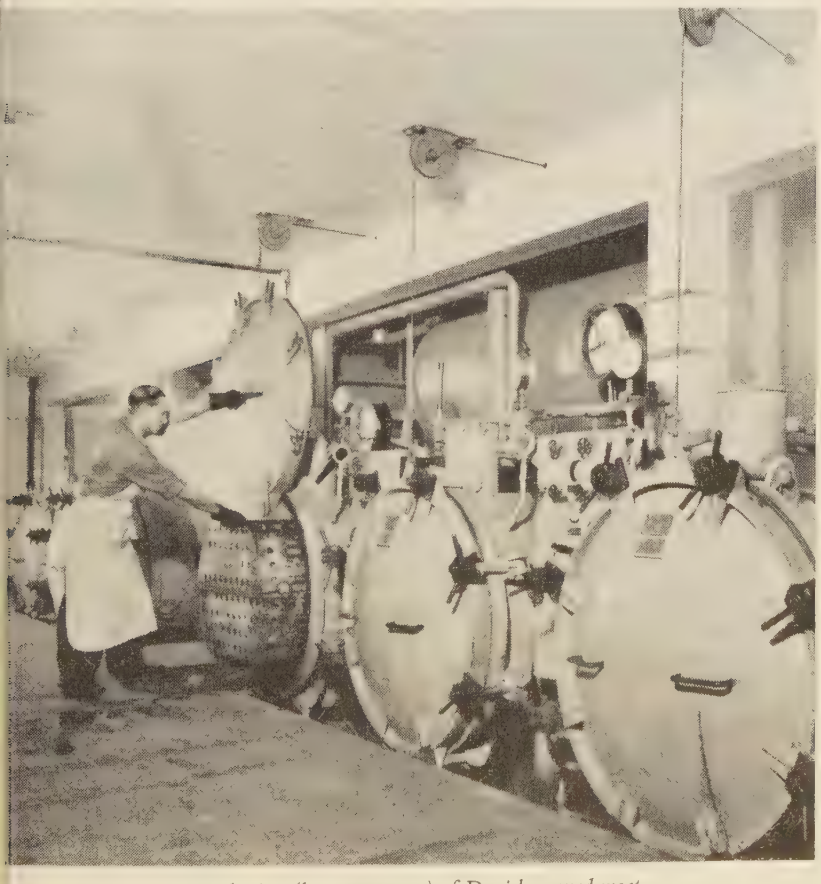
The heating process undergone by the hams (autoclaving) follows a principle which is similar to that employed by a construction engineer when calculating the strength of the bays in a bridge. A definite degree of heat is maintained, together with definite pressure and boiling time, all carefully adjusted to avoid over-boiling. The merest suggestion of this, and the flavour and appearance of the meat would be spoilt.

The quality of the original meat does not make a popular product by itself. It has to be correctly processed. And that can only be done by a well-trained, experienced staff. The Danish canned-goods industry and the Danish Cooperative bacon factories, which share exports equally between them, employ workers who have undergone a four-year period of training and passed a test. This is followed by further training in the industry.

Problems as they arise are solved jointly. The Cooperative bacon factories run the above-mentioned research laboratory in association with commercial meat-goods firms. At brief intervals a number of problems are collected and studied with scientists; managers are then convened, given instructions for improving quality or production, and acquainted with new developments in the trade's many processes. Every ancillary material is thoroughly tested in order to find out its effects on the colour, flavour, and keeping qualities of the product. The smallest item can have great importance. Nothing, therefore, is left to chance.

A matter to which the average Dane never gives a thought is that of health control, a Government veterinary service which has existed now for decades. One of its results is that trichinosis, for instance, an animal disease familiar in a number of countries, has not been met with in Denmark for the last 25 years. But no risks are taken; random tests are still made in order to be absolutely sure that the disease does not recur. Bovine tuberculosis has, of course, been eradicated. At slaughterhouses and bacon factories a veterinary inspector examines every carcase for diseases before giving it his blue stamp, which is a guarantee both of health and of correct killing and regulation carving.

Raw material for canned goods



Autoclaving (heat treatment) of Danish canned meat

The chopped pork or ham of an American sandwich derives in all probability from standardized Danish pigs. These two products, like cocktail sausages and frankfurters, are new lines of the Danish canned-meat industry which have secured a footing in America. Americans like them; both because they are packed and sold to suit the market, and on account of their first-rate quality.

The magic word is quality. This is got by controls with frequent spot tests. Any fault is at once rectified. Laxity by anyone leads to an immediate ban on export before shipment can take place. The association of commercial firms and Cooperatives in the work of research and control is one of the foundations on which the success of Danish canned-goods exports have been built.

But Some are More Black *than Others*

By Kristen Hesselager

The good old-fashioned pencil, which one chews while one thinks, still accounts for 90 per cent. of all hand-written material. Its manufacture is a prolonged and varied process, which calls for care and accuracy

This story was written in the first place with an ordinary lead pencil, a slip of graphite fixed into a long hexagonal piece of wood—a wood-encased pencil, as it is technically called.

It is a simple enough thing, and yet it could tell an eventful story about itself, its origin and making. Its parts travelled long journeys before being pieced together into a harmonious whole. To term it harmonious is no exaggeration, for so much care was lavished on its component parts of wood, graphite, and clay, that it took three or four months to finish the complicated manufacturing process.

Everyone who is in the habit of clearing his mind by unconsciously chewing the end of a pencil before committing his thoughts to paper, is familiar with one of the characteristic qualities of a pencil—its softness to the teeth. The wood was deliberately chosen for softness, for its long, homogeneous fibres: not for chewing, but for ease of cutting, in order that the pencil may be conveniently sharpened without fraying the wood or breaking the lead. Among the thousands of trees found upon the earth, one is particularly suitable for the purpose—cedar.

New Use for Old Sleepers

The best pencil wood is a cedar which grows in Florida, Texas, and New Mexico. The pioneers who felled this sweetly scented tree and the railroad workers who sawed its trunks into sleepers can scarcely have imagined that they were starting a seasoning process which would produce the best pencil-making material in the world. But that is what happened. In a few decades the wood matured for its future purpose, the oil evaporating; and one day the pencil manufacturers began to buy it. Sleepers and hedge-stakes were renewed; the old ones were turned into millions of pencils.

But before very long the price of this old cedar wood began to rise, and so attention was directed to Californian cedar, a wood of excellent quality with a lower oil content which facilitates drying. There is a very good African cedar, particularly in Kenya, but the wood of this is harder and it is used chiefly for pencils of hard lead. The harmony of a pencil also embraces the ratio between wood and lead. Hard lead and very soft wood do not go well together. And while the stenographer wants a pencil of the softest possible quality that will skim over the paper, the carpenter's must be capable of making an impression on wood and should therefore have a hard lead. For the same reason the carpenter's pencil requires harder wood than the stenographer's.

The lead has an even remoter origin than the wood. It is a mixture of graphite and clay, and the graphite is a product of Ceylon, Madagascar, Korea, and Mexico. The clay both acts as a binder and regulates the degree of hardness. The graphite is the blackening material, the clay the hardening; the greater the amount of graphite in the pencil, the blacker and the softer it is. A soft pencil is always blacker than a hard one for this reason. In the ordinary pencil the lead consists of two-thirds graphite and one-third clay; but there are pencils containing 90 per cent. graphite, and others with a hardness which has required 90 per cent. lead.

Careful mixing determines the quality of the pencil, but first the graphite and the clay are cleaned, ground, and kneaded. The mixing process takes weeks, and may even last for two months. The substance resulting from this thorough and careful process is completely homogeneous in texture, giving a high writing quality and great durability.

On reaching the stage for it to be turned into leads the mixture is soft and plastic. From a metal cylinder it is squeezed by a pressure of several tons through an aperture of the desired size. The aperture is encased in a precious stone—diamond, sapphire, or agate. This is the only material strong enough; the best of steel is worn by the passage of one portion of material, so that the required precision is lost. The finest lead is 0.92 millimetres in diameter; it is used for propelling pencils, and must not fluctuate either way by more than one-fiftieth of a millimetre.

The mass is exuded in a soft continuous strip, which is cut by a sharp knife functioning 300 times a minute. The leads are fired in a kiln at a temperature not exceeding 1,000–1,200 C., and boiled in a mixture of grease and wax to make the writing more adhesive. The next process is the joining of lead and wood.

The cedar wood reaches the factory in the form of slats the size of chocolate boxes, reddish-brown in colour and with a faint exotic fragrance. The slats are rather more than half the thickness of a pencil, and the width of 6–8 pencils. The wood is dried, and in some cases (always in the case of African cedar, with its greater oil content) has also to be boiled. It is then stored and seasoned to the right degree of moisture, corresponding to the humidity of the atmosphere where the pencil is to be used. This is necessary in order to prevent warping, resulting in the bending of the pencil or the loosening of the lead and consequent transformation of the pencil into a blow-pipe.

The slats are grooved to the exact thickness of the lead, and on other amazingly accurate machines the leads are inserted. The surface of the slat is glued and another slat is laid on top, the two being clamped together. After drying, the slats with the glued-in leads are cut into pencils with an accuracy of a hundredth part of a millimetre—the lead must be in the middle.

Even for Stonemasons

The result is the hexagonal or round pencil we know so well, and all that remains is the painting and stamping with gold leaf.

There are other types of pencil which undergo quite different processes. Leads for coloured pencils contain organic substances, and so cannot be fired. So great is the range of pencils that a Danish factory (Viking) manufactures no fewer than 350–400 different pencils, crayons, pastels, and chalks. There are pencils for colouring, indelible pencils for open-air use, pencils for tinting photographs, school crayons, copying pencils, leads for propelling pencils, pencils so soft that they will write with varied pressure, and pencils hard enough for stonemason's work. The leads go far afield, some to pencil factories—including American ones—which prefer to buy them from Denmark ready for insertion.

Pencils are used everywhere in ever-growing numbers, in spite of the increased amount of mechanical writing; and the good old-fashioned, wood-encased pencil still accounts for 90 per cent. of all hand-written material.

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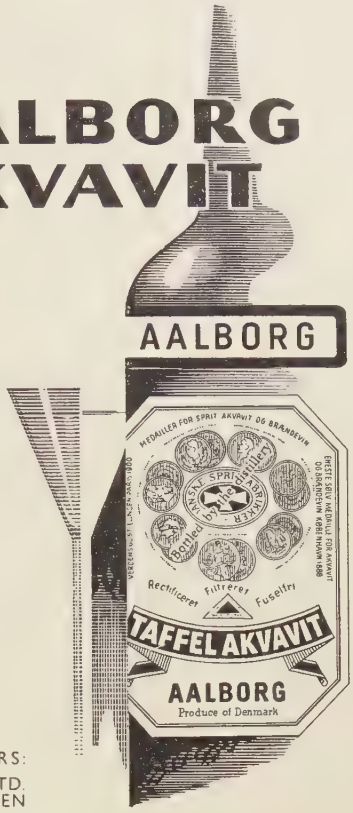

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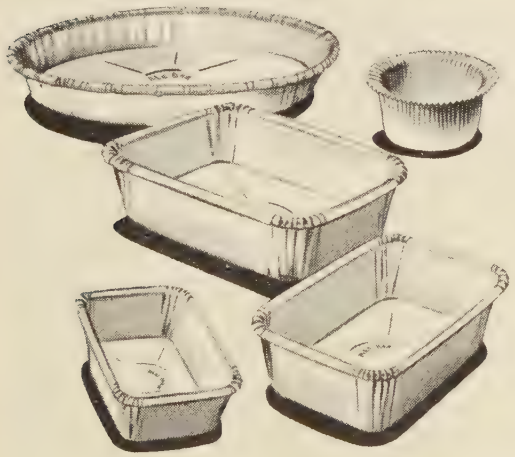

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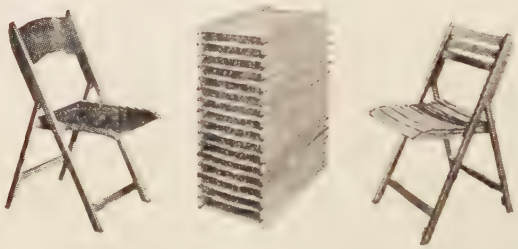

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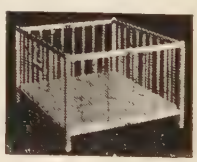

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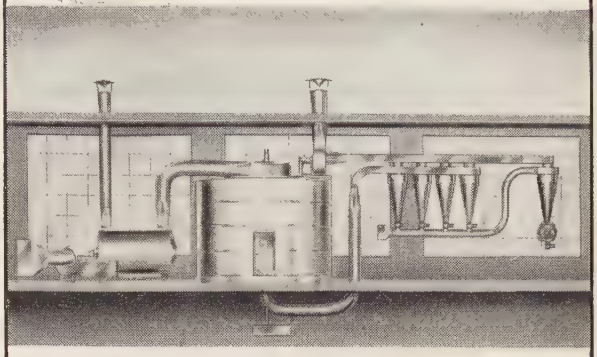

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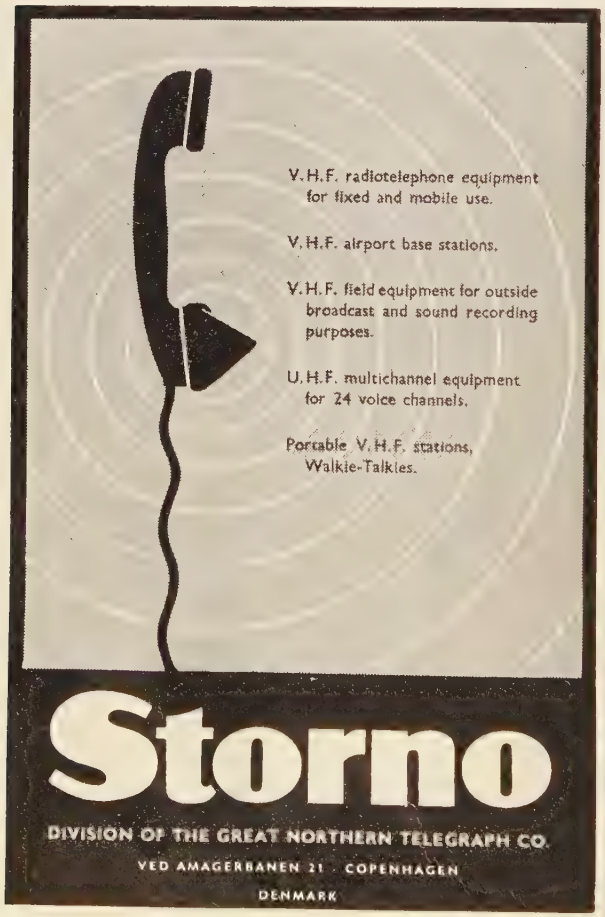

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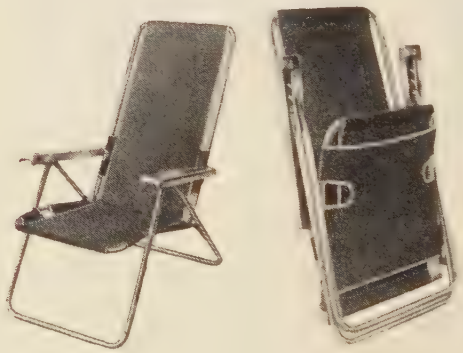

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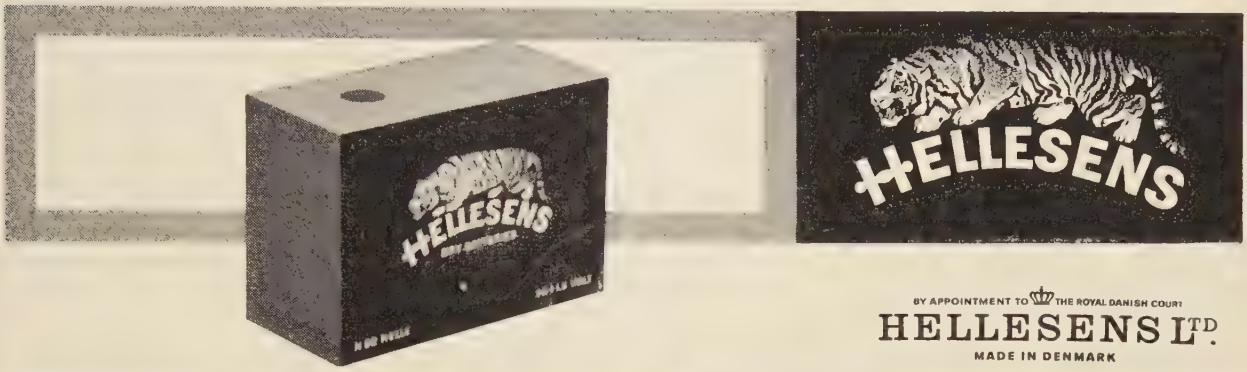

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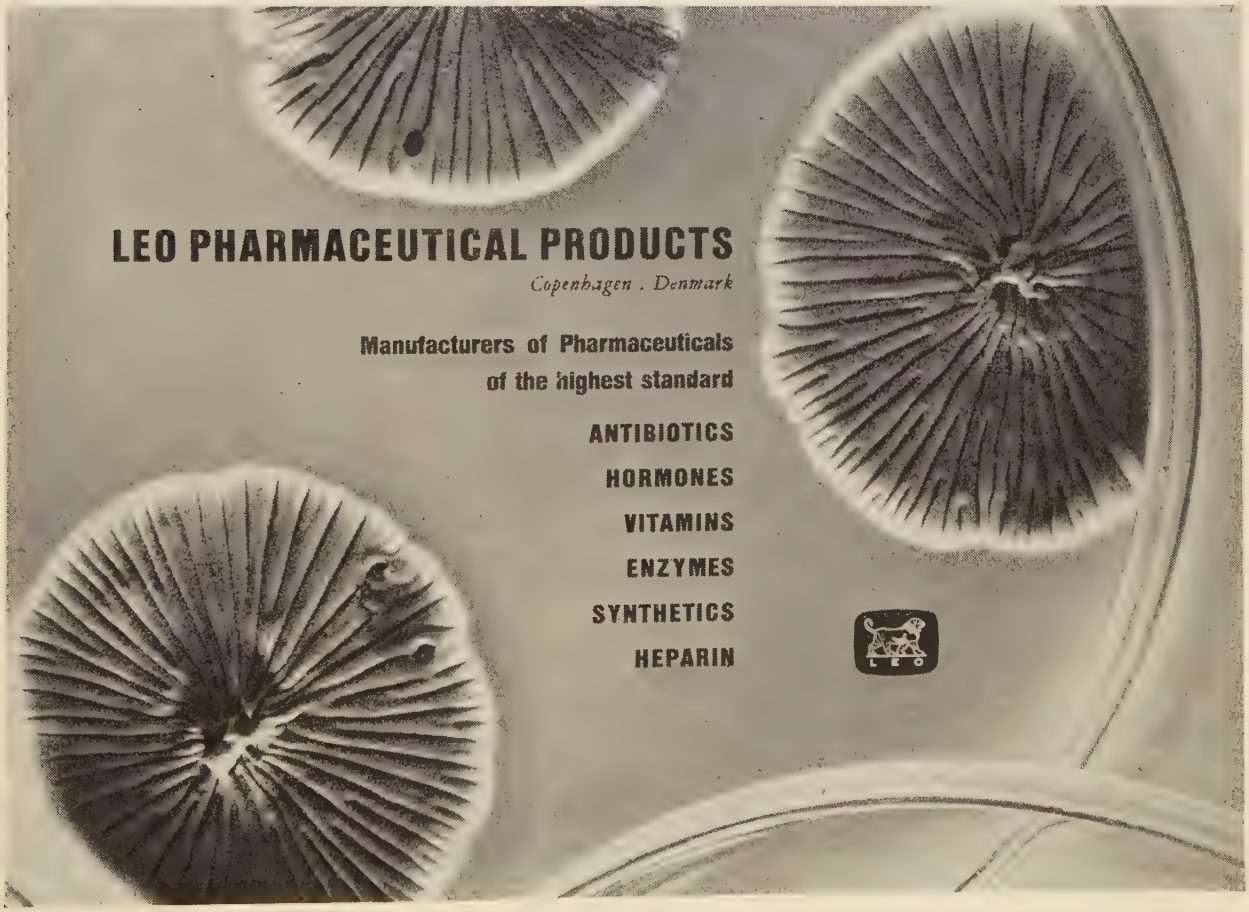

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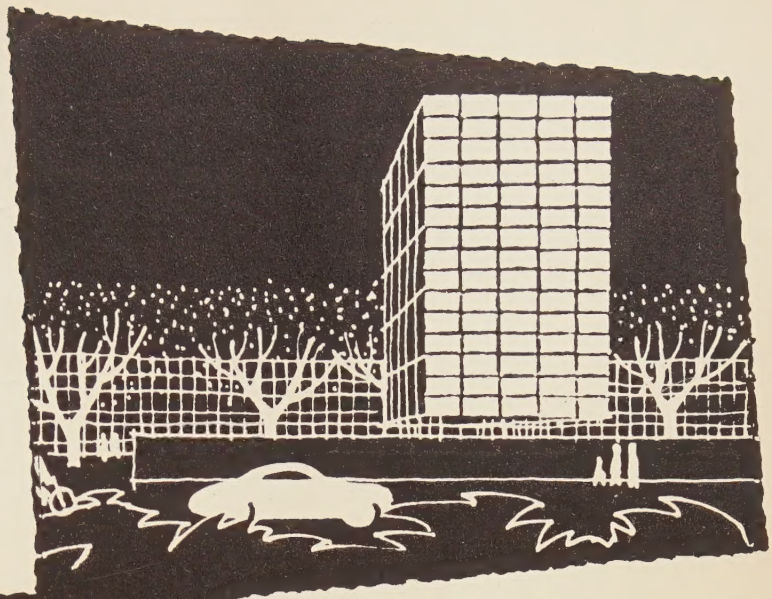

White PORTLAND CEMENT

– puts its mark on the physiognomy of the modern city

PORTLAND CEMENT
in the world-famed Danish quality exceeds the requirements of standard specifications of all principal countries.

RAPID CEMENT
– rapid hardening Portland cement – for concrete work to be completed quickly, for concrete ware, and for concreting in cold weather.

SUPER-RAPID CEMENT
– extra rapidly hardening Portland cement – for urgent concrete jobs, for pre-stressed concrete and for concreting in cold weather.

MARINE CEMENT
– resistant to sulphates – for marine works such as quays, jetties, groins, breakwaters, etc.

LOW-HEAT CEMENT
–Portland cement developing the heat of hydration slowly – for placing of large concrete masses, such as dams.

COLOURED CEMENT
– in 16 light- and limefast standard colours – used for decorative purposes, like White Portland Cement.

CEMPEXO WALL PAINT
– the Danish cement paint – available in eight light- and limefast colours; water repellent; will not rub off; inexpensive in use; easy to apply.

– combines high strength with dazzling whiteness

– is used for renderings, slabs, facings, etc.

– is excellent for all ornamental purposes

DANSK ★ CEMENT ★ CENTRAL

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